

The Hongkong Telegraph

(ESTABLISHED 1881.)

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May 12 1915. Temperature 6 a.m. 74 2 p.m. 71
Humidity 86 93

May 12, 1914. Temperature 6 a.m. 74 2 p.m. 78
Humidity 93 82

WEATHER FORECAST
FAIR
Barometer 29.84

SINGLE COPY 10 CENTS
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2913 日九廿月五

WEDNESDAY, MAY 12, 1915.

三二一五

TO-DAY'S LATEST WAR TELEGRAMS.

FIGHTING ALONG A SEVENTY MILE FRONT.

"THE FINAL AND MOST DESPERATE BATTLE FOR CALAIS."

Turks Poison water Supplies.

ENORMOUS GERMAN LOSSES NEAR LOMBITZA.

[Reuter's Service to The "Telegraph."]

PRESIDENT WILSON ON PEACE.

"TOO PROUD TO FIGHT."

May 11, 1.30 p.m.
At the Philadelphia meeting of naturalised Americans President Wilson added that the example of America must be a special example. "Peace is a healing and elevating influence in the world, while strife is not. There is such a thing as a man being too proud to fight, and being so much in the right that it is unnecessary to convince others by force" (Cheers). Dr. Wilson did not refer to the sinking of the Lusitania, but the audience did not hesitate to apply the statement.

FINAL AND MOST DESPERATE BATTLE FOR CALAIS.

GENERAL FIGHTING ALONG A FRONT OF SEVENTY MILES.

The losses on both sides Very Heavy.

May 11, 1.30 p.m.
Correspondents in the North of France state: Fierce fighting is general along a front of seventy miles, from Arras to the Sea; it is the final and most desperate battle for Calais. The losses on both sides are very heavy.

The enemy's bombardment at Ypres on Saturday was the most intense. Hitherto the enemy had been pounding the British trenches which they had to abandon, but when the Germans advanced in masses they were mown down and finally repulsed.

THE DARDANELLES.

BOMBARDING THE FORTS OF THE NARROWS.

May 11, 1.30 p.m.
The Daily Chronicle's correspondent at the Dardanelles says that on May 6 warships entered the Straits beyond Kephezburn and bombarded the forts of the Narrows at close range. The general situation is most satisfactory.

TURKS POISON WELLS IN GALLIOLI.

May 11, 1.30 p.m.
According to the Daily Mail's Sofia correspondent the Turks are poisoning the water supplies throughout the Gallipoli peninsula.

RUSSIAN COMMUNIQUE.

ENORMOUS GERMAN LOSSES.

May 11, 1.30 p.m.
A Petrograd communique states: The enemy made an impetuous attack in massed formation on the Javornik Mountains above Lombitza. Their losses were so heavy that the dead bodies prevented us from firing from our trenches. Our infantry, notwithstanding the fire from quick-firing guns, left the trenches, clambered over them and swept the attacking columns with their fire. The enemy were everywhere repulsed.

The enemy, after a stubborn fight, forced a Russian detachment near the village of Zaleviki to fall back on the left bank of the Dniester. Our advanced guards, crossing the Dniester, attacked the enemy's front at Chabokraki and at the confluence of the Stry, and took 1,300 prisoners.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

WAR TELEGRAMS.

EARLIER TELEGRAMS.

THE LUSITANIA ATROCITY.

May 10, 8.05 p.m.
The newspapers contrast the jubilation in Germany, and the congratulations to Admiral von Tirpitz and the German Navy, with the lamentable accounts of the despairing mothers who have lost their children, and the rows of women and young people lying in the morgues, and the hospitals filled with women suffering from wounds, shock and exhaustion.

THE CAPTAIN'S EVIDENCE.

May 10, 10.00 p.m.
Reuter's correspondent at Queenstown says: At the inquest Captain Turner, who was in command of the Lusitania testified that when he reached the danger zone the boats were swung out and the bulkheads were closed. During a period of haze he reduced speed to 15 knots, and afterwards resumed a speed of 18 knots. He received wireless messages, but none. Suddenly the second officer shouted "Here's a torpedo." He ran to the side and saw its wake. Then the torpedo hit the ship. He ordered the boats out, and gave the further order "women and children first."

We tried, said the captain, but could not check the speed of the ship. It was unsafe to lower the boats till the speed had slackened. She was making some headway when she sank. She floated exactly eighteen minutes. We had no convoy and saw no warships. We went 18 knots so as to reach Liverpool without stopping, to get there within two or three hours of high water.

We had double look-outs. There was no panic. Captain Turner concluded with emphasis that he had simply carried out his orders and would do so again.

The Coroner complimented the Captain.

UNITED STATES' PROBABLE COURSE.

May 11, 7.40 a.m.
At Philadelphia, President Wilson, speaking at a meeting of naturalised Americans indicated that the probable course of the United States in regard to the Lusitania would be to remain at peace and to seek to convince Germany of the injustice to mankind of the tragedy.

BRITISH PRISONERS TORTURED AND MURDERED.

May 11, 1.05 a.m.
The following is a continuation of the Press Bureau's account of the declaration by the editor of the Rotterdamche Nieuwsblad. One of the deserters related a story of the burning of 40 prisoners in a hangar. The perpetrators of this crime received a medal.

Another said that on December 28, 24 British prisoners, including many officers, were shot by his Company. He was told that one reason for this was that the prisoners belonged to a regiment which had blown up a bridge on the Scheldt, near Antwerp, while German troops were crossing in pursuit of the retreating English Army. They were placed against a wall one after another, and fresh soldiers were called from the ranks to shoot each man, nearly every man in the battalion getting practice at shooting Englishmen. This murder was done at Warwick by the orders of Major Hofmann and Lieutenant Neumiehl.

On another occasion a British officer and four soldiers who had surrendered were shot in the castle at Hollebeke after a hand-to-hand fight.

The deserters state that their principal reason for deserting, was the rough treatment they suffered at the hands of their officers and the lack of food. The soldiers in the trenches were practically starving.

One of the deserters, named Kaller, who was very dull-witted, subsequently disappeared, being short of money. Despite all efforts to dissuade him, he went to the German Consulate to get help. A friend waited outside for three and a half hours, but Kaller never emerged from the Consulate, and never returned to his lodgings. The Consulate subsequently denied that he had been there.

THE DARDANELLES.

May 11, 7.40 a.m.
A correspondent at the Dardanelles, describing the landing of the English troops on the southern extremity of Gallipoli on April 23, says that landings were made on five different beaches.

One of these landings, between Cape Helles and Sedelbahr, was marked by a memorable and novel experiment, that of deliberately running a transport, crammed with two thousand soldiers, on to the shore. The general opinion was that many lives would be saved by the cover thus afforded. Great doors were cut in the sides of the transport to allow of rapid disembarkation, and machine-guns, mounted on a heavily armoured bridge, and the bows of the transport, swept the shore. The transport after a bombardment by the warship Albion, and preceded by eight lines of towed boats, came in touch with the shore, bow on, close to a rocky reef. The water was too deep to permit of wading, but a steam hopper and lighter were brought up and stranded, thus providing a gangway.

Meanwhile the transport was subjected to a tornado of fire, and it was certain destruction to leave her. Yet two hundred soldiers dashed down the gangway, and the few survivors reached the beach where they were sheltered by a bank of sand.

It was obvious that a further landing of troops would mean the annihilation of the whole force, so the attempt was postponed, while the Albion, Cornwallis and the Queen Elizabeth furiously bombarded the shore.

The transport lay ashore the whole day, Turkish sharpshooters picking off everyone showing their head, on deck, while Turkish howitzers on the Asiatic shore dropped shells on the transport. Four of which played the deck.

The attempt at landing was renewed at eight o'clock in the evening, when almost the whole force landed without the Turks firing a shot, and they obtained a firm hold.

WAR TELEGRAMS.

RUSSIAN OFFICIAL INFORMATION.

May 11, 6.00 a.m.
According to Reuter's correspondent at Petrograd an official announcement states: Our offensive in the region of the Shvile has continued successfully. On the 9th inst our cavalry successfully attacked and chased, for several scores of verst, a Bavarian cavalry division, supported by the Prussian Guard and an infantry regiment which had surrounded our troops operating in the direction of Keydany and Beyssagola.

The enemy, after desperate battles in west Galicia, have succeeded in crossing the upper Wiloka, near Crosso.

We captured several thousands of Austrians and Germans during the past week.

COMPANY MEETING.

Toerangle Estates.

The third annual general meeting of the Toerangle (Sumatra) Rubber and Produce Estates, Ltd., was held on March 31, at the registered offices, 1 to 4, Great Tower-street, E.C., Mr. Charles Arthur Lampard (chairman of the company) presiding.

The Chairman said: Gentlemen.—The report having been circulated for some considerable time, I have no doubt that you will allow me to take it as read. Turning to the balance sheet, there is no change in the capital, which remains at £50,000. The £30,000 debenture stock issued is now fully paid up, the last call of 5s. being made payable on December 1, 1913. These debentures, as you know, have the right to convert into ordinary shares at par up to October 31, 1917. After allowing for depreciation, the net capital expenditure for the year has amounted to £14,874 10s. 4d. The total capital expenditure to date is £72,040 6s. 9d., or £31 1s. 6d. per acre on an acreage of 2,347 acres cultivated under rubber. This makes no allowance for the value of 5,857 acres of reserve land available for cultivation.

The Capital Position.

The capital position at the end of the period under review was as follows:—Capital called up, £50,000; debenture stock issued, £30,000; making a total of £80,000. The total expenditure to October 31 was £72,940, leaving a surplus on capital account of £7,060. The estimated capital expenditure during the current year, to the end of October of this year, is £10,235 which will then leave us with an estimated deficit on capital account of £3,183.

These figures do not include £1,143 employed as working capital on the estates, or debenture issue expenses £118, or the debit to profit and loss account of £13,636, making a total of £14,897. We shall, therefore, require during the current year to issue further debenture stock. In regard to the tobacco crop, this amounted to 113,373 halfkilos Amsterdam weights; it realised 44.55 cents per half-kilo and the loss amounted to £7,898 4s. 1d., which has been carried to profit and loss account. In July, 1913, I told you that the board had decided to discontinue the cultivation of tobacco, which was carried on by the old company, and to confine its attention to rubber, and under the circumstances, this decision was not only necessary, but was in the company's best interests.

In regard to rubber, the full details of the rubber acreage cultivated appears in the report, and shows that we have now under this product 2,347 acres. The area has been recently surveyed, and discloses that we have 259 acres more planted than we had estimated. Of this, 129 acres were planted in

1910-11 by the old company and the remaining 130 acres in excess occurs in the 1912-13 clearings made by this company. The whole estate has been kept clean-weeded at a cost of 9.94d. per acre per month. All roots and stumps have been dug out and the estate is absolutely clean and all over in thoroughly good condition. The severe Borohok wind which occurred in June and July last temporarily retarded the growth of the youngest rubber, but after the rains it soon recovered and the growth and appearance all over the estate is quite healthy.

Latest News from the Estate.

We have received a telegram from the estate which says:—"Toerangle in best condition throughout development trees satisfactory—at end 1915 over 50,000 (trees) reach 18 inches girth and over at 18 from ground—tapping to commence early period 1915-1916 teaching labour and present period." That means that the next important work will be the erection of a factory, and that at the end of this year we shall have reached the long wait necessary for this property to begin to come into bearing. We are practically or nearly through this waiting period, and we feel quite sure that this estate will be equally as good as the best class rubber estates that are now producing on the east coast of Sumatra. I have much pleasure in proposing "That the director's report and statement of accounts in respect of the financial year ended October 31, 1914, be and the same are hereby adopted, and I will ask Mr. Pinckney to second that."

Mr. Herbert Pinckney seconded the resolution. The chairman: There being no questions, I will put the resolution to the meeting. The resolution was carried unanimously.

Mr. Herbert Pinckney: I beg to move that Mr. Charles Arthur Lampard, be and is hereby re-elected a director of the company. General Willis: I wish to second that motion.

The resolution was unanimously adopted.

Mr. Thom: I beg to move, That Messrs. McAuliffe, Davis and Hope be reappointed auditors to the company, to hold office until the next annual general meeting, at a fee of 30 guineas.

General Willis seconded the resolution, and it was unanimously agreed to.

General Willis, I beg to move a vote of thanks to the agents and staff in the East for their services during the past year and for the conscientious performance of their duties, upon which I think they are to be heartily congratulated. The resolution was carried unanimously.

The Chairman: We shall be very glad to forward it on to the staff, who have worked very excellently for us and who well merit the compliment paid them. I am quite sure they will appreciate it. The proceedings then terminated.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

Further details are to hand regarding the brutal savagery of the Germans in shooting British prisoners.

A message from Sofia says that the Turks are poisoning the water supplies throughout the Gallipoli peninsula.

A correspondent at the Dardanelles describes the landing of the English troops at the southern extremity of Gallipoli.

The fierce fighting which is raging along a front of seventy miles from Arras to the Sea is the final and most desperate battle for Calais.

The newspapers contrast the jubilation in Germany on the loss of the Lusitania with the lamentable accounts of the people who lost all they held dear.

Captain Turner at the inquest held at Queenstown said that he had simply carried out his orders, and would do so again; the coroner complimented him.

A Petrograd communique says that the enemy losses in the Javornik Mountains were so heavy that the dead bodies prevented the Russians from firing from their trenches.

An official message from Petrograd says that the enemy succeeded in crossing the upper Wiloka near Crosso. We captured several thousands of Austrians and Germans during the past week.

President Wilson speaking at a meeting of naturalised Americans indicated that the probable course of America in connection with the loss of the Lusitania would be to remain at peace.

NEWS.

Our Home Sports letter will be found on page 3.

The American reply to Great Britain's Notes of March 13 and 15 will be found on page 5.

"Our Contemporaries" appears on page 2, Commercial News on page 9, and Log Book on page 6.

DON'T FORGET.

TO-DAY.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

Friday, May 14.
Challenge Tennis Match—Nesbit v. Green.

Saturday, May 15.
Russian Pianists—Theatre Royal—9.15.

Monday, May 17.
Organ Recital—St. John's Cathedral—5.30 p.m.

Russian Pianists—Theatre Royal—9.15 p.m.

Saturday, May 22.
Hongkong Electric Co., Ltd., Annual General Meeting, noon.

Tuesday, May 25.
Sale of Household Effects, 6.45 p.m.

Tower Buildings, Kowloon—G. P. Lamert, 2.30 p.m.

NOTICES

THE UNDERWOOD TYPEWRITER

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Hongkong, 16th August, 1910.

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Hongkong, June 11th, 1913.

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in this Colony for over ten years.
He has a good method of train-
ing Europeans to pass in the
Chinese examination, and is
possessed of a first rate certificate
as a Chinese teacher. He has
also a good knowledge of Man-
darin and Hakka.Those who intend learning the
Chinese language are requested
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Graham Street, 1st floor.

Hongkong, 29th Jan., 1912.

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THE NEW FRENCH REMEDY, No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

THERAPION

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NOTICES

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Hongkong, July 14, 1914.

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room facing the sea. It has been entirely renovated throughout
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Baths, electric light and fans. Private and Public Bar and
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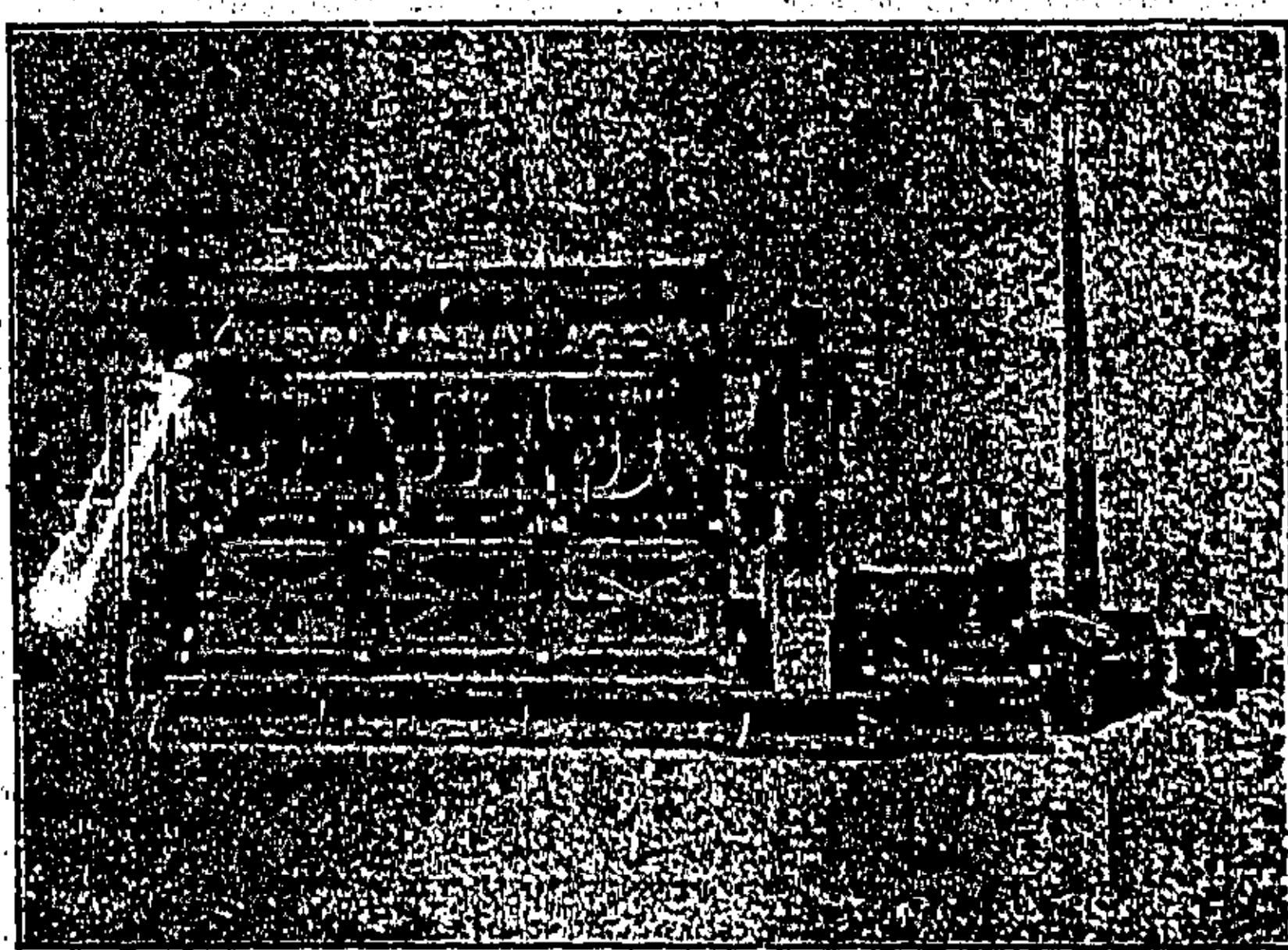
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Moderate Tariff and Excellent Cuisine. Roof Garden and Social
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YORK BUILDING (TOP FLOOR)

OUR CONTEMPORARIES.

South China Morning Post.

Neutrals who should be in-
. Now something like 190 Ameri-
cans were abroad the Lusitania
and many of them have been lost.
And the New York World, which
is regarded as President Wilson's
mouthpiece, expresses the opinion
that the President will make a
last attempt to bring Germany to
reason! The Biblical injunction,
of course, is to turn the other
cheek to the enemy when he
smites you, but we do not
suppose that injunction was
intended to cover the biting of
mad dogs; and there is neither
dignity nor reason in a man go-
ing on his knees to a mad dog
and asking it to please stop biting.
The truth may not be pretty, but
that is what it amounts to. In the
negotiations following the ter-
mination of the war America
might have played a big part,
but it is difficult now to
see how either the Allies or
Germany can regard her with
feelings other than those of frank
impatience on the one hand and
frank contempt on the other.
America is fast losing her own
self-respect, if not the respect of
the civilized world.

Daily Press.

The Situation in China.
We must not overlook the
fact that the China of to-
day is a somewhat different
China from that of twenty
years ago—for China has made
some progress since then—and
the enforcement of the whole
programme of Japan's demands
must leave the world with an un-
comfortable feeling that a pro-
tracted period of peace in the
Far East can no longer confidently
be counted upon. We can but
hope that Time will dissipate that
fear. Mention is made in our
Peking telegram that a public
indignation meeting which has
been convened in Peking is
to consider how the so-called
"National Salvation Fund" to
which people have been largely
contributing for weeks past may
be utilized. By the promoters of
this Fund, and doubtless by the
contributors, also, it has been
really regarded as a War Fund,
but we venture to suggest that
China's salvation lies not in war
but in material and moral pro-
gress, and that such a fund can
best be devoted to the advance-
ment of such objects. The crisis
through which China has passed
is a clear call to the nation to
rouse itself from its apathy, and
if it does not give a tremendous
stimulus to all progressive move-
ments in China we shall be
indeed surprised.

China Mail.

Paris Street Ballads and the War.
Among the contents of the *Liter-
ary Digest* (New York) to hand
is an interesting article on the
Paris street ballads brought into
popularity by the war. While the
Paris theatres are practically
"out of business" and many good
actors are in dire distress because
of the war, says a writer in the
Gaulois, the street-singer of
patriotic ballads is enjoying vogue
and profits. There is no heart in
the average Parisian at
present to sit through a
play we are told. Rather he
prefers to stroll the boulevard
stopping here and there to join a
crowd gathered about a street-
balladist, who sings stories and
events of the great conflict. The
singer is usually an author, com-
poser, and artist in one, and is by
no means a graduate of the Con-
servatoire, but some workers who
has lacked employment since the
date of mobilisation. This is ap-
parent from the quality of the
product, and is why the com-
position and rendition are liked
by the people. They are being
addressed in their own natural,
vigorous medium. After sunset
when the balladists are obliged
to keep out of the streets one may
listen to a cleverer type of
patriotic song in the concert-halls.

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Carte or Table d'Hôte with
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Developing, Printing & Enlarging
Hongkong, 18th July, 1913.

GENERAL NEWS.

Egypt's Canals.
The following note is of interest:—There are 18,838 kilometres of Government canals in Egypt, the equivalent of 11,774 miles, of which over half are navigable by country boats, and over a quarter by light draft inland steamers.

197 Direct Descendants.

The death has occurred at Ripley, Derbyshire, of Mrs. Ellen Walters, who was within a few weeks of her 95th birthday. She had twelve children, eight of whom she outlived, seventy-four grand-children, 108 great grand-children, a total of 197 direct descendants.

Mr. Cox receives a Commission. Mr. G. M. Cox of Sapeong Estate in British North Borneo, who was granted special leave, with passage and expenses paid, in order that he might return home to join the army, has received a commission in the ninth service battalion of the Royal Berkshire Regiment.

Postal Packet Lost.

A postal packet containing Tse 15,000 in currency notes was posted by the Siam Forest Co., Ltd., in Bangkok, on the 6th inst. The packet, which was directed to the company's office in Nakhon Limphang, was registered, but nevertheless has disappeared and cannot be traced. The numbers and denominations of the notes are known.

"Sir Andrew Fisher."
Considerable merriment was created at the Royal Agricultural Society's official luncheon on April 1, when the toastmaster gravely announced "Silence for Sir Andrew Fisher." Mr. Fisher looked amazed. Those present laughed and cheered and clapped. The applause continued for some minutes, then Mr. Fisher slowly remarked, "I have no such honour." (More laughter.)

Naturalisations.
Melbourne. — During March 158 persons were granted letters of naturalisation in the Commonwealth—150 men and 8 women. Sixteen Germans were among the number, but it is explained that these comprise solely Germans over the age of 60 years and Australian women married to Germans. The number of naturalisation papers issued in New South Wales was 25. The total number issued since the beginning of the year is 503.

Glasgow's Response.
April 1.
The King's proposal to debar liquor from the Royal household is greatly appreciated in Glasgow, telegraphs the Central News correspondent. The shipyard workers almost to a man have refused to enter public-houses, and in restaurants and clubs little or no liquor is called for. A remarkable sequel is that tea-rooms this morning were crowded out. The reformers declare that the King's action has solved the liquor question as with a stroke of the pen.

The Late Mr. H. A. Bell.
With profound regret we announce the death of Mr. H. A. Bell, which occurred at Sandakan on Thursday April 15, of dysentery, after an illness of but a few days. He was buried at 7 o'clock on Friday morning with all the impressive solemnity of a military funeral. Mr. Bell arrived here with his wife only so recently as January 1st of this year, to take up the appointment of Chief Police Officer. He had in these few months become exceedingly popular with all his brother officers in Sandakan, and those with whom his work threw him in closer contact are aware that they have lost not only a friend who possessed a great charm of manner, but also a fellow worker of considerable keenness and ability. The deepest sorrow is felt for Mrs. Bell, and fulfilling the wish of all, we respectfully extend to her the heartfelt sympathy of the Station.—B. H. B. Herald.

If you have lost your appetite, one of the big variety of dainty dishes at the ALBION-DRY CAFE, is sure to tempt you.

NOTICE.

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Ave Maria	Song	Melba-Kubelik	89073
Le Carillon de Cythere	Piano	Padorewaki	88492
Jean	Song	Evan Williams	64280
a Jolly Robbers Overture	Band		35077
b La Boheme Selection	Sheridan		35077
a Nightmare in the desert	Band		35395
b The Conundrum			17407
a Millicent (Wall's Hesitation)			
b Mighty Lak a Rose	Song	Dunlap	
a If I built a world for you			
b I cannot help loving you			

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MOUTRIE'S.

OUR SPORTS LETTER.

The Trif.

(From Our Own Correspondent.)
London, April 9.

The size of the crowd at Kempton Park last Monday—the Easter Bank holiday—was enormous. It would (our Racing Correspondent (Centaur) writes) have been considered a very great crowd in times of peace; in war time it can only be described as remarkable. How the tens of thousands got there was something of a mystery. The train service was on nothing like the scale it is in usual times. The majority, therefore, must have come by road, and certainly coming and going by road—especially the latter experience—was something like using the London road to Epsom on Derby Day. Here was evidence that racing has a tremendous grip on the people. No doubt most of them were occupied in industries connected with the war, and this was their opportunity to indulge in a breather. But if they came in the hope of making their expenses and a bit besides, they would be much disappointed. It was one of those days, of frequent occurrence, when things go solidly in favour of the book-makers. Thus out of seven races three odds-on favourites were beaten and in the case of the chief event, the Queen's Prize, honours were secured by an outsider named Frustration, whose starting price was 20 to 1. The Queen's Prize is a mile and a half handicap. Last year it was won by Mr. Nolle's Ubina Cook, who had just previously won the Liverpool Cup. This year the favourite was Mr. Oscar Lewisohn's Boots, a four-year-old that in the opening week of this new season had run a good record to Chirca Oak for the Liverpool Cup. Boots was regarded as having a great chance. He certainly made a race of it with Ubina Cook and the pair had finished in a long way in front of the others that took part in the race. Thus he was made a tremendous favourite at 7 to 4, and no other was seriously backed to beat him. Certainly there was no support, either private or public, for Frustration. Yet this horse won clearly from the Belgian-owned Hey-diddle-diddle with Mr. August Belmont's Don de Poca third. Mr. R. O. Dawson's Magyar was fourth and Boots was fifth. The winner figured at the bottom of the handicap having only 6-5 to carry. He was well ridden by the apprentice-jockey Alden, but apart from that he had the most slender public form to his credit, as, indeed, his light weight in the handicap suggests. He was once in the King's stable and his breeding is above criticism for he is by St. Frusquin from a mare named Princess Mary, representing breeding in the purple. Boots was not well ridden, but apart from that his running was a big disappointment. Don de Poca was going great guns at the finish after coming very late on the scene. Hey-diddle-diddle was brought out of a selling race in England and was raced in Belgium by M. Niguel. The Belgian owner came into even more prominence later in the day

when his horse Wallon, an extremely good-looking three-year-old, won the Rothschild Plate, easily beating Mr. F. C. Sern's Sentiment, on whom odds were betted. This result came as a great surprise as Sentiment was considered unbeatable. She is a beautifully bred filly by Spear-mint from Fair, the animal that won the Derby and the One Thousand and Guineas respectively in the same year 1906. The second odds-on chance to be beaten was Mr. Curzon's Lady Isabel, the filly that had won the Molyneux Stakes at Liverpool and was considered the best two-year-old so far seen out. She was readily beaten by a filly named Mercedes, belonging to Mr. D. M. Grant. Then in the case of the South Western Two-year-old Selling Plate a shade of odds was betted on Mr. Taber's Switchback, who had won at Lincoln. It was her fate to be beaten a head by an unnamed filly belonging to the young Epsom trainer, John Nightingale. The Easter Plate, which was worth £550 to the winner, was won by Mr. Basse's Archibald, who had only three others to beat. The same owner had the crack, Roseland, entered, but Archibald proved an able understudy in spite of having run very badly on his first appearance at Liverpool as a three-year-old.

Simultaneously racing was proceeding at Manchester, Birmingham, and many other centres where National Hunt Sport was the attraction. At the former place the Lancashire Steeplechase of £1500 came up for decision, and all the preliminaries suggested that this interesting event would be a match between Mr. Straker's Ballincarroona and a horse recently brought over from Ireland named Templedowney. They started equal favourites at 3 to 1. Apart from them there was support for Father Confessor, third in the Grand National, the Australian horse Ballawarra, who fell in the "National," and Growler. The result, however, furnished a tremendous surprise. Both the favourites kept their legs and Templedowney even finished second, but he could not cope with the five-year-old Vermont, who with 10-7 to carry won easily. This horse had reached the top of the tree as a hurdler, and here he was showing an ability to win the second best steeplechase of the year over a distance of three miles and a half. It was a splendid performance for a young horse, and Mr. Hey-burn is to be congratulated on his possession of this champion. It may be added that Kenia, a mare owned by Mr. Lamy, was third. Growler, fourth. Father Confessor fifth, Ballawarra sixth, and Ballincarroona seventh. The Jubilee Handicap Hurdle race on the second day was won by the Belgian horse, Fil d'Ecosse, who beat an odds-on favourite in Mr. Lewisohn's Gondovar, ridden by Parliament.

Suicide of a Great Cricketer.
Andrew Ernest Stoddart, one of the very few men who represented England at both cricket and Rugby football, has come to a tragic end by suicide at the age of 61. He was heard to remark that "life was not worth living," and he was found in bed shot

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through the lead with a pistol, grasped tightly in his hand. Stoddart had lost all his money free scoring batsman. Indeed, through the war, and had become moody and dejected. It is a melancholy fact that several contemporary cricketers of Stoddart have had similar tragic ends. Arthur Shrewsbury, the famous Nottingham batsman, with whom Stoddart made his highest partnership in cricket, took his own life a few years ago. Tom Richardson, a great Surrey fast bowler, was found dead in a destitute state on the Continent, and only last summer Albert Trot, the Australian who won distinction with Middlesex towards the end of Stoddart's membership with the county side, committed suicide. Stoddart will be remembered best as a cricketer, but between 1886 and 1893 he was just as famous in Rugby football, taking part in ten international matches. A splendid runner, straight and daring, he was the great three-quarter of his day. He was also renowned as a drop kicker, and it was mainly as a result of his memorable goal against a gale of wind for Middlesex against Yorkshire where the southern team won by a goal to four tries that the method of scoring was altered. At that time a goal was worth more than any number of tries, but after Stoddart had shown the absurdity of this the law was changed and a goal given a definite points value. Rather curiously, considering the natural talents he afterwards displayed, Stoddart did not seriously participate in cricket until he was 22 years of age. Born at South Shields he came to London and joined a Saturday afternoon team for whom he at once made a succession of centuries, including an innings of 485, which was the highest individual score on record at the time. The same season he was given a trial for Middlesex and from 1886 to 1898, except for the summer of 1888, when he was engaged playing Rugby football in Australia and Zealand, he was a

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gular member of the county eleven. In the end he remained a versatile free scoring batsman. Indeed, he made highest score in the last part in, viz. 221 against Somerset at Lords. Besides taking part in five Test matches at home, Stoddart visited Australia on four occasions. He was a member of G. E. Vernon's team of 1887; four years later he was member of Lord Sheffield's team, and in 1894 and again in 1897 he himself took out and captained a side. The first of these undertakings resulted in England winning the rubber, but the second tour was a failure, four out of the five Test matches resulting in favour of Australia. For many years after his retirement from cricket and football Stoddart was the Secretary of Queen's Club, the chief sports club in London. This office he resigned last summer.

(To be Continued.)

STARS AND STRIPES.

The Lusitania Incident.

A friend who came over with the Lusitania on the trip when the American flag was used tells a writer in the Nation that if the captain had not hoisted the American flag the Americans on board would have tried to do it for him. Before the flag was run up to the masthead, many of the passengers had begun to insist that they should have the protection of their own colours. Some indeed had brought star-spangled banners with them, and as the ship approached British waters those emblems were hung out by their patriots (and possibly nervous) owners over the sides, so that the vessel, in the correspondent's words, came into port "fairly weakened in stars and stripes." Sidney Daily Telegraph.

NOTICES.



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DEATH.

WATSON.—On the "Lusitania," Katharine, widow of the late Anthony Watson, of 21 Inverleith Place, Edinburgh.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 12, 1915.

THE WORLD'S INDIGNATION.

Men would not be human if they could refrain from expressing themselves emphatically on the subject of the Lusitania, and Reuter's statement yesterday that stronger language was used last Sunday in the various pulpits, concerning the Germans, than ever before, occasions no surprise. Preachers, parliamentarians, pressmen and private individuals have all found a fruitful theme, and each undoubtedly voices what Britishers in general think about their enemy's latest performance. And not only Britishers, for the assault on the Lusitania is a matter that concerns the world, wherefore the world is speaking; and, in every case, to condemn. When we are disposed to think slightly of this universal readiness to give verbal form to indignation we should try to remember that it is one of human nature's laws that words should take the place of deeds where deeds are impossible. To do society justice, not a millionth part of the abuse that has been bestowed on Germany during the past three days would have been uttered if the abusers could have come within strikeable distance of the perpetrators of the act which has sent the civilised world mad with wrath. Being unable to act, we have all talked.

We have had some hundred hours in which to say everything that we feel, and the question now arises, have we accomplished anything beyond the mere venting of our natural feelings of horror and rage? Will all the talk in the world alter the harsh fact that faces us? To our own way of thinking, Reuter's simple statement yesterday, that the terrible occurrence has given a noticeable impetus to recruiting at home, is worth all the vituperations of "heated pulpits" and others. Extra recruiting is something tangible; something that means deeds; and it is deeds that we most want to hear about. Of course one is interested to learn that neutral nations are angry—though it would be strange if they were not. But whether they are angry or pleased matters little to us as Britishers, unless their expression of feeling is going to take material form. As the Premier remarked yesterday, "there is no object to be served in approaching neutral nations unless they are prepared to take some action." It is no comfort to us that, for example, the American press is moved to fury, if the people whom that press represents are not prepared to call Germany to account for the pitiless murder, or attempted murder, of 188 United States subjects, at least some of whom were women and children; and, of course, the same applies to Holland, Greece and the Scandinavian countries, of whose subjects there were respectively one, four and five on board.

The Times rightly says that it is impossible to think of retribution until Germany is over-run. Our sole comfort—a sorry one, maybe—in these days, lies in looking forward to the time when Germany will be definitely conquered and when the Allies will be in a position to bring up for judgment those who have caused such an amount of world sorrow. And, in connection with that judgment, Britishers have a right to ask a very straight question of their rulers. Is sentiment or is justice to be to the fore, when it comes to reckoning with those who have saddled civilisation with so heavy a burden during the past nine months? At the time of the Boer war a Britisher became a leader on the enemy's side. He was taken prisoner by our men, brought to London, tried for High Treason, found guilty, sentenced to death—and is to-day a Member of Parliament. Are we going to have that kind of thing over again? We are, if the Empire is fool enough to listen to the counsels of the sentimentalists—of whom there are still many at home. What Britishers have to keep before their eyes is the fact that a nation that deliberately reverts to the savagery of the early days of the world's history can only be adequately dealt with, when the day of settlement comes, by a faithful following up of the code which it has itself chosen to follow. One does not preach to a mad dog; one shoots it. People so degraded as the modern Prussians can only be made to feel by the infliction of physical pain; and, if the British Government is not prepared to bear that wholesome truth in mind, we hope that it will leave some other and wiser nation to handle the Kaiser and his friends when the war is over.

"Helping the Allies."

Under the above heading we re-printed from a Home paper, yesterday, a very plain statement of the light in which the amount of licence hitherto given to alien enemies in Britain is regarded by our own people. It is past comprehension that the Government at Home can have been so outrageously misled as to allow a single German to remain at large, (leave alone to wander about the country) subject only to his making a formal report of himself at the various police stations, as mentioned in the article to which we refer. All over the British Dominions we have had examples of how the Germans understand the term honour; everywhere there have been cases of giving information to the enemy, of secret wireless stations, and the like. The German Consul in Hongkong, the moment he was free to act independently, made use of every opportunity to do mischief in China; in fact there is not a single British territory where instances of German perfidy cannot be quoted—and yet at Home, at any rate till recently, many Germans were coming and going as they pleased! There are times when tolerance and charity come dangerously near to deserting far less complimentary names; and we trust that the Press at Home, which wasted no opportunity of reminding Mr. McKenna and his friends that they were not playing the game by British interests, will continue their useful crusade till there is not an enemy at large from one end of the Empire to the other.

Cruelty to Animals.

We would draw the attention of our readers to an extract from the report of the Shanghai Society for the Prevention of Cruelty to Animals which appeared in our issue of yesterday. Three convictions for cruelty are recorded—two to fowls and one to a pony—and, as we believe, usual in Shanghai, the fines were handed over to the Society's funds. Nominally there is a similar society in Hongkong, and, if it will send us an account of its transactions for the past year, we shall have the greatest pleasure in publishing it. Cruelties to fowls and other birds, to pigs and to dogs have always been common enough in this Colony. We once took the trouble to count up the number of singing birds that were crowded into one cage in a local shop. We forget how many there were, but we do not forget that the poor little creatures could not move without colliding with each other—and that two dead birds lay at the bottom of the cage. When our energetic Hongkong Society wants information as to the kind of cruelty to pigs that goes on here, it should make a pilgrimage to the Prays when some of the river boats are unloading. Since the police took up the muzzling question there has been (with certain exceptions to which we have already drawn attention) considerably less in the way of dog-torture, for most of the masterless animals that were a disgrace to the Colony have had an end put to their miserable lives. But there are plenty of other outlets for the Society's energies.

A Word in Favour of Rum.

We hope that some of the more intolerant of the local totalitarians read and laid to heart a passage in our last night's General News relating to the use of what Mr. Stiggins termed "the liquor called rum." Lady Griselda Cheape frankly declared, at the annual meeting of the Women's Temperance Association, that this spirit was invaluable as a ration, and we think there are few sober-minded medical men who would not support her statement. The groundwork of rum is—or should be—sugar, and the value of that substance, where the health of the body is concerned, is now pretty generally acknowledged. One is bound to honour this lady for her sensible outspokenness, and it is to be hoped that extremists will give due ear to what she has to say in the matter.

DAY BY DAY.

"FEW PEOPLE COMPARATIVELY, THINK FOR THEMSELVES."

The Weather.

Lower level 8 a.m. Temp. 77; fine.
At the Peak 8 a.m. Temp. 68; fog.

Count the Columns.

Yesterday the Telegraph published 37 columns of solid reading matter. To-day there will be 37 published.

The Mails.

U. K. Mail.—Closes per s.s. Miyasaki Maru to-morrow at 11 a.m.
Siberian Mail.—Closes to-morrow at 3 p.m.

Up to the Minute—Share Market News.

Closing prices:—
Hongkong Docks \$57, buyers
Shanghai Docks.—\$51.
Shanghai and Hongkows.—W. Co. \$83.
Ewols.—Tls. 151, buyers.
Kung Yika.—\$131, buyers.
Lous.—\$87, buyers.
Shanghai Cottons.—\$97, buyers.
Langkats.—\$437, buyers.

The Dollar.

The rate of the dollar on demand to-day is 1s 9.13/16d.

To-day's Anniversary.

To-day is the 16th anniversary of the Duke of Wellington's crossing the Douro after a desperate struggle with Soult's forces.

Theft from a Widow.

A widow of 47 Gough Hill has reported to the Police the theft of money to the value of \$18.

Hongkong an Infected Port.

The Netherlands-Indian Government has declared Hongkong an infected port on account of plague.

The Muzzling Order.

Mr. D. Meester, of the Peak, who was summoned yesterday on a charge of allowing his dog abroad without a muzzle was fined \$5 to-day by Mr. J. R. Wood.

Hawker Injured.

A hawker has been admitted to the Government Civil Hospital suffering from injuries alleged to have been caused to his hand, by another Chinese who has absconded.

Departures.

Amongst the departures yesterday afternoon by the s.s. Shinyo Maru were, Mr. Lawder, Mrs. O. E. Richardson, Mr. and Mrs. E. D. Harvey, Mr. J. Jonckheer, Mr. E. J. Grist, and Mr. K. Cumming.

Victoria Theatre.

A patriotic concert, under the patronage of "H. E. Major Gen. Kelly will take place at the Victoria Theatre on May 19, at which the guests of honour will be the Shropshire Territorials.

Extradition sought for.

This morning at the Police Court, Chan Yau Fuk was charged before Mr. J. B. Wood in extradition proceedings with the murder of another Chinese in the So Kwai Village on December 24, 1914.

Mr. W. B. Hind, said that Mr. G. K. Hall Brutton would appear in the case in conjunction with the Crown Solicitor.

The prisoner was remanded.

First Nonconformist B.D. of Cambridge.

The British Weekly says that the Rev. W. West Holdsworth, M.A., Sidney Sussex College, now tutor in New Testament language and literature at Haverthorpe College, Birmingham, is the first Nonconformist to benefit by the recent statute throwing open divinity degrees at Cambridge. Mr. Holdsworth's published works in the field of New Testament Criticism have been approved for the B.D. degree.

NOTES ON THE CRISIS.

WORK IN THE DARDANELLES.

The Slaughter of British Prisoners.

If one experiences any surprise at the statements of German deserters which have been published by Dutch journalists, it is surely not at the perpetration of the murders mentioned but at the fact that the guilty persons were Bavarians. Ordinarily the Bavarian or the Wurtemburger differs as much in temperament from the Prussian as black from white. Quid in the early days of the war we read that Bavarian soldiers had been shot by Prussian orders because they refused to take part in the desecration of churches and in interfering with the villagers in France and Belgium; and, with this in mind, one is perhaps the more startled to learn that it was the Bavarians who were guilty of such cold-blooded murder of British prisoners. In the old days Prince Rupprecht was regarded as being dangerously anti-Prussian; he was a great favourite of Queen Victoria's and also of King Edward's, and he was revered by the British and French Legations as being the "most direct" living descendant of the Royal House of Stuart. For his reputation's sake one hopes that his own orders came direct from his Prussian overlord.

"Gitting Practice."

Of course, by such actions the Germans are inviting the Allies to fight on the "no quarter" system—which, by the way, is perfectly legitimate warfare, in most cases. Britishers do not, as a rule, go in for wholesale massacre, but we may be tolerably sure that, if in future Sir John French should give the order "take no prisoners," he will be obeyed. People who capture wounded men and then put them against the wall for their troops to improve their shooting on, are asking for trouble. There is no more long-suffering race in the world than the British, but there is a limit to the national patience.

"A Memorable and Novel Experiment."

Our leading article yesterday spoke of the qualities which go to make the Britisher. To those enumerated we might well have added that of inventiveness. The Turks must have suffered the surprise of their lives when they saw how our troops had decided to effect a landing at Sedel Bahr, albeit they have had already more than one opportunity of learning that their enemies are, before all things, "handy men." Our school-boys may not shine as artistic carvers in wood, but we will back them against the world when it comes to practical carpentering with no better material than a sugarbox, and no other tools than a coal-hammer, the family chopper and the kitchen meat-saw. The rabbit-hutch-making stage of our men's lives taught them how to handle a situation speedily and practically, and how to "make do"; and most of us know, without being told, exactly the type of good fellow to whom the ingenious idea occurred of cutting exits in the side of the transport and running her on shore. That landing is one of the events of the war that will assuredly go down into history.

The Lusitania.

There is little in the morning's wires of an "informative" nature, where the sinking of the Lusitania is concerned, apart from the Captain's testimony at the inquest. Universal sympathy will go out to him, as also to Captain Dow, the former commander, who had scored so many speed achievements with the Lusitania and to whom the ship was as one of his own children. There is no need to dwell upon German statements and views in regard to the vessel. We might have known, without being told, that the Kaiser would improve the occasion to declare general holiday and merry-making, for we are pretty well aware, by this time, of what constitutes a triumph in German eyes.

HOMeward BOUND.

MAKING THE TRIP IN WAR-TIME.

Some Singapore Impressions and Contrasts.

If one may judge from the crowded state of our boat, writes a passenger Homeward bound on the Yasaka Maru, the war is causing no postponement of leave taking among F.R. East-landers. The Yasaka has a very full complement of passengers, including quite a big "halch" of Hongkong folk, and, though everyone assured us before we left that we should have a very dull holiday at home, all on board are looking to a trip of more than ordinary interest and to spending their leave in the Old Country at a time when much history will be made. The more hopeful of us are even talking of joining in the Peace celebrations, but time will tell whether or not we are far out in our reckoning concerning the probable length of hostilities. Be that as it may, we know there are big events ahead and that we shall be in closer touch with the war happenings than will those whose lot it will be to remain so far distant from the sound of the guns. Every body on board talks war, of course, and one has only to be at sea for a few days to appreciate how great a need the daily newspaper serves. As it is, we get our news all in a lump—we touch port, buy up a whole batch of papers, immediately dive into them (war news first!) and, having got a hang of recent happenings, spend the best part of the remainder of the day in discussing the situation. And deck-chair critics are every whit as voluble and self-contained as those of the arm-chair brand! It may be incidentally remarked that we have some half dozen Straitsmen on board who have volunteered for the front—five young fellows they are, too.

Comparisons.

So far, the trip has been uneventful—it will increase in interest as we steam ahead, no doubt. In the absence of war incidents, however, a few lines may be penned concerning one's impressions of Singapore—our first port of call—after having spent a few years in Hongkong. There can be no doubt about it that the Straits Colony is a much more "lively" place than Hongkong, the constant heat notwithstanding. Men move in wider circles, have a broader outlook on life, and there is less of the "big village" atmosphere here than in our own Colony. The result is a freer social life, a happier mingling of man and man, each being taken at his true worth—in a word, less provincialism. That, at any rate, is the impression one gets in a couple of days' stay in port.

Much the Same.

So far as the manner in which the Colony is run, however, one saw but little evidence in the way of any improvement over conditions in Hongkong. And conversation with the people indicated that officialdom is no more to be hurried in Singapore than it is in Hongkong when it comes to keeping abreast of the times. As one man put it "the Government moves very very slowly here." In the matter of the control of traffic, it is true that Singapore can give Hongkong many points. There is a well-defined rule of the road, and an army of officials to see that it is observed, too—that is essential in a place like Singapore with its innumerable motes, carriages, rickshaws, bullock carts etc. The roads, too, are much better kept than ours are. They are also more regularly and thoroughly watered—with sea water, let it be known! And it certainly looks much more business-like to see the watering done by speedy motor driven vehicles than by slow, bullock-drawn or hand-drawn water carts. But there are some Hongkong grievances which have their counterpart in Singapore. For example, after hearing so much of the strict control exercised over the native population, it came something as a shock to see deformed beggars squatting about in Raffles Square, of all places.

THE S.S. NELLORE ASHORE.

Hongkong-Bound P. and O. Boat's Mishap.

We are informed that the P. and O. Co's s.s. Nellore (Captain Gaunt R.N.R.) ran aground off Foochow on Sunday. We understand that, up to the present, the local office of the P. and O. is in possession of no details. The vessel was bound for Hongkong and was to have left here for Home on Saturday.

LANGKAT OUTPUT.

Messrs. Wright and Hornby advise us that the Langkat output for the current month is, as follows:—

May	1	2	3	4	5	6	7	8	9	10	11	Total
	1	2	3	4	5	6	7	8	9	10	11	342
	1	2	3	4	5	6	7	8	9	10	11	379
	1	2	3	4	5	6	7	8	9	10	11	324
	1	2	3	4	5	6	7	8	9	10	11	369
	1	2	3	4	5	6	7	8	9	10	11	330
	1	2	3	4	5	6	7	8	9	10	11	389
	1	2	3	4	5	6	7	8	9	10	11	362
	1	2	3	4	5	6	7	8	9	10	11	357
	1	2	3	4	5	6	7	8	9	10	11	356
	1	2	3	4	5	6	7	8	9	10	11	419
	1	2	3	4	5	6	7	8	9	10	11	366

Total to 11th inst. 3,993

Daily average 363.00.]

soliciting alms from passers-by. And as they were to be seen at the same spots two days in succession, one presumes that they enjoy immunity from interference by the police. It was equally surprising to hear Chinese hawkers shouting their wares in the same locality, right in the centre of the city. Then it may interest Hongkong folk to know that Blake Pier is utilised as a meeting place for natives by Johnstone's Pier, difficult though it may be to believe. Occasionally a lady can find a resting place on Blake Pier; that is out of the question on Johnstone's landing stage, as there are no seats whatever. But Malays, Tamils, and others whose race is uncertain, loiter about the railings and squat down anywhere in the scantiest of clothing, with no-one to say yes or nay. So let Hongkong take comfort in the fact that Blake Pier is not the worst ordered pier out East.

Currency.

One other point may be mentioned—that of currency. The standard dollar is a god send to the business man and to the individual who has occasion to send money home. Another point is that subsidiary coinage is worth its face value all the time. The shops display notices to the effect that "no change is too small to be accepted," and one tradesman told the writer that he would accept \$50 in small coin! That's where the Singapore trader has the pull over his brother in Hongkong. But as far as the purchasing power of the dollar goes, despite its high sterling value, it is no better than the Hongkong coin. It seems that for local purposes, the rupee in India will buy just as much as the yen in Japan, and that Hongkong's 1s. 10d. dollar is worth as much as the 2s. 4d. dollar is to the Straits "mom." But taking it all in all there can be no denying the larger benefits which the standard dollar brings in its train.

Impressions.

On the whole, one was most favourably impressed with Singapore as a thoroughly go-ahead city. And it has many attractions for the visitor too. The Gardens are magnificent. One tripper who frankly owned that he "never could see much to rave about in nature," was fearfully disappointed at what he saw there. "Soon got tired of it," he said. "Saw a few trees with a lot of unapproachable Latin names—got stung by a mosquito—and thought it was about time I cleared out." That was his impression of the gardens. There are such folk knocking about. But for others the visit to Singapore's beautiful gardens will long remain as a really delightful memory.

THE ALLIES' REPRISALS.

American Government's Reply.

The following communication has been received by his Majesty's Principal Secretary of State for Foreign Affairs:

London, April 2, 1915.

Sir,—Pursuant to instructions from my Government I have the honour to transmit to you the enclosed communication, which I have received by telegraph from the Secretary of State.

I am instructed at the same time to repeat to his Majesty's Government the earnest assurance that this statement of the views of the Government of the United States is made in the most friendly spirit and in accordance with the uniform candour by which the relations of the two Governments have in the past been characterised, and to which in large measure are due the peace and amity existing without interruption for a century between the two nations. I have the honour to be, with the highest consideration, Sir, your most obedient, humble servant.

Walter Hines Page.

The Right Hon. Sir Edward Grey, Bt, K.G., &c., &c., &c.

(Enclosure.)

The Government of the United States has given careful consideration to the subjects treated in the British Notes of March 13 and March 15, and to the British Order in Council of the latter date.

These communications contained matters of grave importance to neutral nations. They appear to menace their rights of trade and intercourse, not only with belligerents, but also with one another. They call for frank comment in order that misunderstanding may be avoided. The Government of the United States deems it its duty, therefore, speaking in the sincerest spirit of friendship, to make its own view and position with regard to them unmistakable and clear.

The Order in Council of March 15 would constitute, were its provisions to be actually carried into effect as they stand, a practical assertion of unlimited belligerent rights over neutral commerce within the whole European area, and an almost unqualified denial of the sovereign rights of the nations now at peace.

This Government takes it for granted that there can be no question what those rights are. A nation's sovereignty over its own ships and citizens under its own flag on the high seas in time of peace is, of course, unlimited. And that sovereignty suffers no diminution in times of war except in so far as the practice and consent of civilised nations have limited it by the recognition of certain now clearly determined rights which it is conceded may be exercised by nations which are at war.

A belligerent nation has been conceded the right of visit and search, and the right of capture and condemnation if upon examination a neutral vessel is found to be engaged in unneutral service or to be carrying contraband of war intended for the enemy's Government or armed forces. It has been conceded the right to establish and maintain a blockade of an enemy's ports and coasts, and to capture and condemn any vessel taken in trying to break the blockade. It is even conceded the right to detain and take to its own ports for judicial examination all vessels which it suspects for substantial reasons to be engaged in unneutral or contraband service, and to condemn them if the suspicion is sustained. But such rights, long clearly defined both in doctrine and practice, have hitherto been held to be the only permissible exceptions to the principle of equality of sovereignty on the high seas as between belligerents and nations not engaged in war.

It is confidently assumed that his Majesty's Government will not deny at once that it is a rule sanctioned by general practice that, even though a blockade should exist and the doctrine of contraband as to unblockaded territory be rigidly enforced, innocent shipments may be freely transported to and from the United States through neutral countries to belligerent territory without being subject to the penalties of contraband traffic or

breach of blockade, much less to detention, requisition, or confiscation.

Moreover, the rules of the Declaration of Paris of 1856, among them that free ships make free goods, will hardly at this day be disputed by the signatories of that solemn agreement.

His Majesty's Government, like the Government of the United States, have often and explicitly held that these rights represent the best usage of warfare in the dealings of belligerents with neutrals at sea. In this connection I desire to direct attention to the opinion of the Chief Justice of the United States in the case of the *Peterhof*, which arose out of the Civil War, and to the fact that that opinion was unanimously sustained in the award of the Arbitration Commission of 1871, to which the case was presented at the request of Great Britain. From that time to the Declaration of London of 1909, adopted with modifications by the Order in Council of October 23 last, these rights have not been seriously questioned by the British Government. No less claim on the part of Great Britain of any justification for interfering with these clear rights of the United States and its citizens as neutrals could be admitted. To admit it would be to assume an attitude of unneutrality towards the present enemies of Great Britain which would be obviously inconsistent with the solemn obligations of this Government in the present circumstances; and for Great Britain to make such a claim would be for her to abandon and set at naught the principles for which she has consistently and earnestly contended in other times and circumstances.

The Note of his Majesty's Principal Secretary of State for Foreign Affairs which accompanies the Order in Council, and which bears the same date, notifies the Government of the United States of the establishment of a blockade which is, it is defined by the terms of the Order in Council, to include all the coasts and ports of Germany and every port of possible access to enemy territory.

But the novel and quite unprecedented feature of that blockade, if we are to assume it to be properly so defined, is that it embraces many neutral ports and coasts, bars access to them, and subjects all neutral ships seeking to approach them to the same suspicion that would attach to them were they bound for the ports of the enemies of Great Britain, and to unusual risks and penalties.

It is manifest that such limitations, risks, and liabilities placed upon the ships of a neutral Power on the high seas, beyond the right of visit and search and the right to prevent the shipment of contraband already referred to are a distinct invasion of the sovereign rights of the nations whose ships, trade, or commerce is interfered with.

The Government of the United States is, of course, not oblivious to the great changes which have occurred in the conditions and means of naval warfare since the rules hitherto governing legal blockade were formulated. It might be ready to admit that the form of "Close" blockade with its cordon of ships in the immediate offing of the blockade ports is no longer practicable in the face of an enemy possessing the means and opportunity to make an effective defence by the use of submarines, mines, and aircraft; but it can hardly be maintained that, whatever form of effective blockade may be made use of it is impossible to conform at least to the spirit and principles of the essence of the rules of war. If the necessities of the case should seem to render it imperative that the cordon of blockading vessels be extended across the approaches to any neighbouring neutral port or country, it would seem clear that it would still be easily practicable to comply with the well recognized and reasonable prohibition of international law against the blockading of neutral ports by according free admission and exit to all lawful traffic with neutral ports through the blockading cordon. This traffic would, of course, include all outward bound traffic from the neutral country and all inward bound traffic to the neutral country except contraband in transit to the enemy. Such procedure need not conflict in any respect with the rights of

the belligerent maintaining the blockade since the right would remain with the blockading vessels to visit and search all ships either on entering or leaving the neutral territory which they were in fact but not of right investigating.

The Government of the United States notes that in the Order in Council his Majesty's Government give as their reason for entering upon a course of action which they are aware is without precedent in modern warfare the necessity they conceive themselves to have been placed under to retaliate upon their enemies for measures of a similar nature which the latter have announced their intention to adopt, and which they have to some extent adopted; but the Government of the United States, recalling the principles upon which his Majesty's Government have hitherto been scrupulous to act, interprets this as merely a reason for certain extraordinary activities on the part of his Majesty's naval forces and not as an excuse for or prelude to any unlawful action. If the course pursued by the present enemies of Great Britain should prove to be in fact tainted by illegality and disregard of the principles of war sanctioned by enlightened nations, it cannot be supposed, and the Government does not for a moment suppose, that his Majesty's Government would wish the same taint to attach to their own actions, or would cite such illegal acts as in any sense or degree a justification for similar practices on their part in so far as they can affect neutral rights.

It is thus that the Government of the United States interprets the language of the Note of his Majesty's Secretary of State for Foreign Affairs which accompanies the copy of the Order in Council which was handed to the Ambassador of the United States near the Government in London and by him transmitted to Washington.

This Government notes with gratification that "wide discretion is afforded to the Prize Court in dealing with the trade of neutrals in such manner as may in the circumstances be deemed just, and that full provision is made to facilitate claims made by persons interested in any goods placed in the custody of the Marshal of the Prize Court under the Order," that "the effect of the Order in Council is to confer certain powers upon the executive officers of his Majesty's Government," and that "the extent to which these powers will be actually exercised and the degree of severity with which the measures of blockade authorised will be put into operation are matters which will depend on the administrative order issued by the Government and the decisions of the authorities especially charged with the duty of dealing with individual ships and cargoes according to the merits of each case." This Government further notes with equal satisfaction the declaration of the British Government that "the instructions to be issued by his Majesty's Government to the Fleet and to the Customs officials and executive committees concerned will impress upon them the duty of acting with the utmost despatch consistent with the object in view, and of showing in every case such consideration for neutrals as may be compatible with that object, which is, succinctly stated, to establish a blockade to prevent vessels from carrying goods for or coming from Germany."

In view of these assurances formally given to this Government it is confidently expected that the extensive powers conferred by the Order in Council on the executive officers of the Crown will be restricted by "orders issued by the Government" directing the exercise of their discretionary powers in such a manner as to modify in practical application those provisions of the Order in Council which if strictly enforced would violate neutral rights and interrupt legitimate trade. Relying on the faithful performances of these voluntary assurances by his Majesty's Government, the United States takes it for granted that the approach of American merchantmen to neutral ports situated upon the long line of coast affected by the Order in Council will not be interfered with when it is known that they do not carry goods which are contraband of

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war or goods destined to or proceeding from ports within the belligerent territory affected.

The Government of the United States assumes with the greatest confidence that his Majesty's Government will thus adjust their practice to the recognised rules of international law, because it is manifest that the British Government have adopted an extraordinary method of "stopping cargoes destined for or coming from the enemies' territory" which owing to the existence of unusual conditions in modern warfare at sea it will be difficult to restrict to the limits which have been heretofore required by the law of nations.

Though the area of operations is confined to "European waters, including the Mediterranean," so great an area of the high seas is covered and the cordon of ships is so distant from the territory affected that neutral vessels must necessarily pass through the blockading force in order to reach important neutral ports which Great Britain as a belligerent has not the legal right to blockade and which, therefore, it is presumed she has no intention of claiming to blockade.

The Scandinavian and Danish ports, for example, are opened to American trade; they are also free so far as the actual enforcement of the Order in Council is concerned to carry on trade with German Baltic ports, although it is an essential element of blockade that it bears with equal severity upon all neutrals.

This Government, therefore, infers that the commanders of his Majesty's ships of war engaged in maintaining the so-called blockade will be instructed to avoid an enforcement of the proposed measures of non-intercourse in such a way as to impose restrictions upon neutral trade more burdensome than those which have been regarded as inevitable when the ports of a belligerent are actually blockaded by the ships of its enemy.

The possibilities of serious interruption of American trade under the Order in Council are so many, the methods proposed are unusual and seem liable to constitute so great an impediment and embarrassment to neutral commerce, that the Government of the United States, if the Order in Council is strictly enforced, apprehends many interferences with its legitimate trade which will impose upon his Majesty's Government heavy responsibilities for acts of the British Authorities clearly subversive of the rights of neutral nations on the high seas. It is therefore expected that his Majesty's Government, having considered these possibilities, will take steps necessary to avoid them, and in the event that they unhappily occur will be prepared to make full reparation for every act which under the rules of international law constitutes a violation of a neutral rights.

As stated in its communication of October 22, 1914, "this Government will insist that the rights and duties of the United States and its citizens in the present war be defined by the existing rules of international law and the treaties of the United States; irrespective of the provisions of the Declaration of London, and that this Government reserves to itself the right to enter a protest, or demand in each case in which those rights and duties so defined

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NOTICE.
Mr. R. M. Joseph having resigned his appointment with this Company as from the 23rd February, 1915, we hereby give notice that his Power of Attorney is withdrawn.
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VICTORIA, B.C., and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokkaichi, and Yokohama	\$Awa Maru Capt. Hori \$Shidzuoka Maru Capt. Tozawa	T. 12,500 (TUES., 18th May at 4 p.m. T. 12,500 (THURS., 27th May, at 4 p.m.
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SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	\$Hitachi Maru Capt. Tomimaga Capt. K. Soyeda	T. 13,500 (TUES., 18th May at 11 a.m. T. 13,500 (TUES., 15th June at 4 p.m.
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CALCUTTA via Spore, Penang & Rangoon	Colombo Maru Capt. Sakamoto	T. 8,000 (FRIDAY, 14th May.
BOMBAY via Singapore, Malacca and Colombo	Kanagawa Maru Capt. Higo	T. 12,500 (THURSDAY, 27th May.

SHANGHAI, Kobe & Yokohama	Tosa Maru Capt. Takano	T. 12,000 (SATURDAY, 15th May.
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SHANGHAI, Moji & Kobe	Rangoon Maru Capt. Nomura	T. 8,000 (THURSDAY, 13th May.
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NAGASAKI, Kobe & Yokohama	Tango Maru Capt. Soyeda	T. 13,600 (FRIDAY, 14th May at 10 a.m.
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SHANGHAI, Kobe and Yokohama		
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[Fitted with wireless telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Miyasaki Maru	16,000 tons	Thursday 13th May.
Kitano	16,000 "	" 20th May
Fushimi	25,000 "	" 3rd June
Hirano	16,000 "	" 17th June
Katori	20,000 "	" 1st July
Kamo	16,000 "	" 15th July

FOR AMERICA.

Awa Maru	12,500 tons	Tuesday 18th May
Shidzuoka	12,500 "	Thursday 27th May
Aki	12,500 "	Tuesday 15th June
Tamba	12,500 "	" 29th June
Yokohama	12,500 "	Thursday 8th July

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Liangchow	13th May at 4 p.m.
NEWCHOW	Kweilin	13th May at 4 p.m.
HAIPHONG	Sungkiang	14th May at 10 a.m.
W'WEI, C'FOO & T'SIN	Kuichow	14th May at noon.
DALNY	Kansu	14th May at 4 p.m.
SHANGHAI	Kanchow	16th May at 4 p.m.
MANILA, CEBU & ILOILO	Taming	18th May at 4 p.m.
SHANGHAI	Luchow	18th May at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Teau." Excellent saloon accommodation, electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

SHANGHAI LINE.—The Twin Screw steamers "Anhui" and "Chennan" and the S.S. "Kanchow," "Liangchow," "Luchow" and "Yingchow," having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

Telephone No. 36.

Hongkong 27th May, 1915.

BUTTERFIELD & SWIRE.

Agents.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between
JAVA CHINA and JAPAN.

Steamer	From	Expected on or about	To	Will leave on or about
xTjikembang	JAPAN	12th May	JAVA	13th May
Tjikong	JAPAN	In port	JAVA	15th May
Tjibodas	SHAI	19th May	JAVA	21st May
Tjikini	JAVA	2nd half May		
xTjimanock	JAPAN	28th May	JAVA	28th May
Tjilatjap	JAVA	2nd half May	JAPAN	

x Wireless Telegraphy.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
York Building.

Telephone No. 1574

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leaves Hongkong
Chiyo Maru	22,000 - 21 knots	Tuesday, 8th June, at noon.
First Class to London	£71.10.	Return (6 months) £120.
First Class to New York	£60.	" " £96.10.
" " " San Francisco	£45.	" " £68.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ, PANAMA, GALLAO, IQUIQUE and VALPARAISO. THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES, ETC.

Seljo Maru 14,000 - 15 knots Wednesday, 12th May.

For Full Particulars as to Passage & Freight, apply to

K. DOI, Acting Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Eastern	1st May	15th May at 10 a.m.
Aldenharn	14th May	28th May
St Albans	14th May	22nd June
Empire	24th June	17th July

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.
Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Maimun	A. H. Stewart	FRI., 14th May at 1 p.m.
Hailan	J. W. Evans	TUES., 18th May at 1 p.m.
Hailching	W. C. Passmore	FRI., 21st May at 1 p.m.

FOR SWATOW.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas LaPraik & Co.,
General Managers.

LOG BOOK.

Ships Through the Canal. The number of ships passing through the Suez Canal last year was 4,802 or 283 fewer than in 1912, and 571 fewer than in 1913, according to a statement in Messrs. Worms and Co.'s Shipping List. The gross tonnage last year was 20,866,340, being 870,840 less than in 1913, and 1,142,605 less than in 1912. Of the total tonnage last year 66.09 per cent. was British, 11.02 per cent. German, 7.17 per cent. Dutch, 4.53 per cent. French, 3.24 per cent. Austrian, 1.94 per cent. Italian, 1.81 per cent. Japanese, and 1.01 per cent. Russian. The proportion of tonnage owned by other nations was in every case less than 1 per cent.

Canadian Steamship Control. Advice from New York state that the controlling interest in the Quebec Steamship Company has been acquired by Furness, Withy, and Co. The company owns six vessels aggregating nearly 20,000 tons, and has been the principal trading line from New York to Bermuda and the West Indies. Strong competition has been experienced in recent years, and it is anticipated that under the management of Furness, Withy, and Co. business to Bermuda will be considerably extended. Early in 1913 Messrs. Furness, Withy, and Co. secured an important holding in the Richelieu and Ontario Navigation Company, which concern had absorbed most of the interior steamship lines in Ontario and Quebec, except the vessels of the Canadian Pacific and the Inter-Lake Company. In June, 1913, the directors of the Richelieu and Ontario Navigation Company ratified a plan combining the company with 11 other Canadian navigation enterprises. This combination constituted something like a monopoly of Canadian inland waterway shipping; it further included the Quebec Steamship Company, with its through communications to New York and the British West Indies.

Freight Markets.

Quiet conditions were again in evidence on the Baltic Exchange on March 27, being particularly slow in all trades, but the undertone was steady and without further change in rates. America had a steady appearance, in spite of the few orders put forward, and the Northern ports repeated 9s. for grain to Rotterdam for account of the Commission for Relief in Belgium, and 40s. was paid for coals to the River Plate, while 10s. heavy and 7s. 6d. oats was again indicated for French Atlantic destinations. There was no sign of any improvement in the East, although Burma chartered on the basis of 75s. one port United Kingdom for April shipment. In other markets the inquiry was very meagre, but the nitrate ports again paid the high rate of 90s. to United Kingdom or France, with the option of Archangel at 110s. There was a slight revival of interest in tonnage from Argentina, an April boat having secured 72s. 6d. for Rotterdam direct and 62s. 6d. was repeated for June loading at San Lorenzo. In the meantime tonnage was sparingly offered, owners being reserved owing to favourable crop news, since wheat is coming along in larger quantities and maize is rapidly maturing. Outward chartering was very slow, and, owing to the difficulty in arranging loading terms, rates were again easy, especially for coasting and near trades.

The P. and O. s.s. Morea

Quarantined.

The P. and O. R.M.S. Morea, which arrived at Sydney on April 4 from London, via ports, anchored in quarantine, on account of a case of illness aboard when the liner arrived at Fremantle. The vessel completed the passage under quarantine, and will not be released until she has been fumigated at the Sydney anchorage. There were 62 passengers for Sydney, and 16 of these were released the next day. The remainder were to be allowed to leave the station when the health officer certifies that their time has expired, or that the vaccination results have been successful.

Oysters, Fresh, Fried or Stewed
Pudding, Haddock, Kippers &c.
ALEXANDRA CAFF

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—(Subject to Alteration).)

For	Steamship	On
HAIPHONG	Loksang	Thur., 13th May at 8 a.m.
S'PORE, Pang & O'outa	Fooksang	Thur., 13th May at 3 p.m.
TIENTSIN via Weihaiwei	Cheongshing	Fri., 14th May at 10 a.m.
MANILA	Yuensang	Sat., 15th May at 2 p.m.
HOIHOW & Haiphong	Taksang	Sun., 16th May at 10 a.m.
SANDAKAN	Hinsang	Tues., 18th May at noon.
Kobe & Moji	Kutsang	Wed., 19th May at noon.
S'PORE, Pang & Calcutta	Kumsang	Wed., 19th May at 3 p.m.
SHANGHAI	Hangsang	Thur., 20th May at 10 a.m.
MANILA	Loongsang	Sat., 22nd May at 3 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsung" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei. Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Singapore, Tawau, Uluken, Jesselton and Labuan. For Freight or Passage.

Apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG. Subject to change without Notice.

"SHIRE" LINE SERVICE—HOMEWARD.

For	Steamer	Date of Departure.
LONDON	Monmouthshire	19th June.

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 9. Agents.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215. Agents.

TO SAIL

"INDRA" LINE LIMITED.

TO

BOSTON & NEW YORK, VIA PANAMA CANAL.

For freight, passage and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.

Telephone No. 215, Sub. Ex. 9. Agents.

Hongkong, 3rd March, 1915.

AMERICAN & ORIENTAL LINE.

FOR BOSTON & NEW YORK.

THE Steamship

For Freight etc. apply to

THE BANK LINE LIMITED.
General Agents.

Hongkong, 7th May, 1915.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
M'les, L'don via S'pore etc.	Miyazaki M.	N. Y. K.	13, May
Marseilles via Ports	Nem	M. M.	15, May
London via Usual Ports of Call	Nubia	P. & O.	20, May
London	Monshire	J. M. Co.	19, June

NEW YORK, SAN FRANCISCO AND CANADA.

Via B.C., T'ma via S'hai & Japan	Seattle M.	O. S. K.	14, May
San F'co via Manila & Japan &c.	Persia	P. M. Co.	18, May
Via B.C., & S'le via K'lung &c.	Awa M.	N. Y. K.	18, May
San F'co via S'hai & Japan &c.	Korea	P. M. Co.	26, May
New York via Panama Canal	M. Castle	D. & Co.	E. of May
San F'co via S'hai & Japan &c.	Siberia	P. M. Co.	1, June
San F'co via M'la & Japan &c.	Nippon M.	T. K. K.	13, July
San F'co via S'hai & Japan &c.	China	P. M. Co.	15, June

AUSTRALIA.

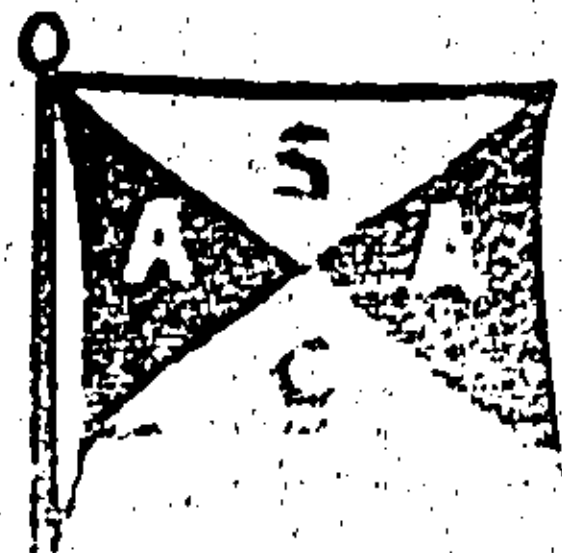
Australian Ports via Timor	Eastern	G. L. Co.	15, May
Australian Ports via Manila	Hitchi M.	N. Y. K.	17, May
Australian Ports via Manila	Changsha	B. & S.	25, June

SINGAPORE, COAST PORTS AND JAPAN.

Moji & Kobe	Riojun M.	N. Y. K.	13, May
Newchwang	Kweilin	B. & S.	13, May
Batavia, Cheribon, Samarang, &c.	Tjikombang	J.C.J. L.	13, May
Singapore, Penang & Calcutta	Sangola	D. S. Co.	14, May
Nagasaki, Kobe and Yokohama	Tango M.	N. Y. K.	14, May
Dairen	Kansu	B. & S.	14, May
Haiphong	Sungkian	B. & S.	14, May
S'pore, Pang, T'goon & Calcutta	Colombo M.	N. Y. K.	15, May
Shanghai, Moji & Kobe	Rangoon M.	N. Y. K.	15, May
Shanghai, Kobe and Yokohama	Tosa M.	N. Y. K.	15, May
Sandakan	Hinsang	J. M. Co.	15, May
Haiphong	Taksang	J. M. Co.	15, May
Shanghai, Kobe & Yokohama	Cordillere	M. M.	17, May
Shanghai, Batavia, Samarang, etc.	Borneo M.	D. & Co.	18, May
Shanghai	Luchow	B. & S.	18, May
Tientsin via Weihaiwei	C'ching	B. & S.	20, May
Delagoa Bay, D'ban, E. L'don &c.	Surat	B. L.	23, May
Singapore, Mauritius & South			
African Ports	Salamis	B. L. L.	15, June
Shanghai	Tjipanas	J.C.J. L.	Q. desp.
Shanghai	Tjitaroom	J.C.J. L.	Q. desp.
Shanghai	Tjikembang	J.C.J. L.	Q. desp.
Shanghai	Tjilatjap	J.C.J. L.	Q. desp.
Shanghai	Tjimanoeck	J.C.J. L.	Q. desp.
Shanghai	Tjibodas	J.C.J. L.	Q. desp.

TO SAIL

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. Co.

FOR BOSTON & NEW YORK

(With liberty to call at the Malabar Coast).

For freight or information, apply to

SHEWAN TOMES & CO.,
General Agents.

RUSSIAN VOLUNTEER FLEET.

NEXT SAILING FOR NAGASAKI AND VLADIVOSTOK.

The S.S. Tambov, 4,441 Registered Tons, Commander L. N. Alexieff, will leave Hongkong on or about the 15th day of May 1915.

This steamer has very comfortable passenger accommodations. Electric lights. Powerful wireless.

Fares.—To Nagasaki....First Class \$50. — Third Class \$20.—
To Vladivostok....First Class \$100. — Third Class \$40.—

For Freight and Passage, please apply to the Agency at No. 12 A & 14 Hotel Mansions, Telephone 1224.

N.B.—Space for cargo is very limited and early bookings are advised.

Capt. D. A. LUKHMANOFF,
Agent.

Hongkong, 10th May, 1915.

VESSELS IN PORT.

Steamers.

Canton, Gen.—D. & Co.	Shaoching, Br. ss. 1,307, Tuehben, 30th April—Canton, Gen.—D. & Co.
Namsang, Br. ss. 2,591, H. F. Olroy, 3rd inst.—Singapore, 27th ult. Gen.—J. M. & Co.	Bayarin, Br. ss. 2,591, H. F. Olroy, 3rd inst.—Singapore, 27th ult. Gen.—J. M. & Co.
Dagfin, Norw. ss. 897, A. I. Salvesen, 5th inst.—Bangkok, 25th ult. Rice—T. & Co.	Haitolis, Dut. ss. 1,090, Bakker, 5th inst.—Singapore, 29th ult. Bulk oil—A. P. & Co.
Glenlogan, Br. ss. 3,709, Stallard, 6th inst.—London, Gen.—S. T. & Co.	Mexico City, Br. ss. 3,179, Strakey, 6th inst.—Saigon, Rice—Chinese.
Perseus, Br. ss. 4,297, J. Riepenhausen, 7th inst.—Singapore, 2nd inst. Gen.—B. & S.	Jinsen Maru, Jap. ss. 2,347, T. Terada, 7th inst.—Moji, 2nd inst. Gen.—N. Y. K.
Nishio Maru, Jap. ss. 2,177, Y. Nakano, 7th inst.—Bangkok, 29th ult. Rice—D. & Co.	Loksang, Br. ss. 979, D. W. Ritchie, 8th inst.—Hohow, 6th inst. General—J. M. & Co.
Kweilin, Br. ss. 1,692, F. McGarity, 8th inst.—Saigon, 2nd inst. Rice—B. & S.	Seattle Maru, Jap. ss. 2,919, M. Nemoto, 9th inst.—Manila, 6th inst. Gen.—O.S.K.
Taksang, Br. ss. 977, Mathews, 9th inst.—Hohow, 8th inst. General—J. M. & Co.	Kansu, Br. ss. 1,143, Monkman, 9th inst.—Saigon, 4th inst. Rice—B. & S.
Hanoi, Fr. ss. 739, Ch. Le. Chevalier, 9th inst.—Haiphong, 7th inst. Gen.—A. R. Marty.	Hupoh, Br. ss. 977, F. Carter, 11th inst.—Kobe, 5th inst. Gen.—G. L. & Co.
Hinsang, Br. ss. 1,885, A. O. Hendry, 8th inst.—Sandakan, 3rd inst. Gen.—J. M. & Co.	Sangkang, Br. ss. 987, J. Robinson, 10th inst.—Hohow, 9th inst. Gen.—B. & S.
Eastern, Br. ss. 2,272, F. Carter, 11th inst.—Kobe, 5th inst. Gen.—G. L. & Co.	Selun, Norw. ss. 865, D. Horbrendor, 11th inst.—Bangkok, 3rd inst. Rice—T. & Co.
Wenchow, Br. ss. 560, P. R. Furlow, 10th inst.—Hohow, 9th inst. Gen.—B. & S.	Yuensang, Br. ss. 1,128, P. H. Rolfe, 11th inst.—Manila, 8th inst. Gen.—J. M. & Co.
Awa Maru, Jap. ss. 2,912, T. Hori, 10th inst.—Shanghai, 7th inst. Gen.—N.Y.K.	Persia, Br. ss. 4,355, John Hill, 11th inst.—Manila, 9th inst. Gen.—P.M.S.
Nagoya, Br. ss. 4,249, A. B. Garwood, 11th inst.—London, 26th May Gen.—P. & O.S.N.Co.	Hirano Maru, Jap. ss. 5,099, H. Fraser, 11th inst.—London, General—N. Y.K.
Nanyo Maru, Jap. ss. Nishigama, 10th inst.—Batavia, Sugar—M.B.G.K.	

TO SAIL

THE INDRA LINE Ltd.

For Boston & New York, via Suez.

For Freight, Passage and Further Particulars, apply to—

JARDINE, MATHESON

& CO., LTD.

Agents.

Telephone No. 215, Sub. Ex. No. 9.
Hongkong, 23rd February, 1915.

TOSAIL

REDUCED FIRST CLASS FARES.

GREAT NORTHERN STEAMSHIP COMPANY.

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Capacity 28,000 Tons. 27,500 Tons Gross Register. Length 680 Feet. Beam 73½ Feet.

EQUIPPED WITH WIRELESS TELEGRAPHY.

Sails from Hongkong about end of June

For SEATTLE via MANILA, NAGASAKI, INLAND SEA, KOBE & YOKOHAMA.

Hongkong, Manila & Shanghai to Seattle or San Francisco	£36
Round Trip Tickets (Good for Six Months)	54
Nagasaki to Seattle or San Francisco	33
Round Trip Tickets (Good for Six Months)	49.10
Kobe and Yokohama to Seattle or San Francisco	31
Round Trip Tickets (Good for Six Months)	46.10
Manila, Hongkong, Shanghai or Japan Ports of call to London and Return (Six Months)	109
Manila, Hongkong, Shanghai or Japan Ports of call to London and Return (24 Months)	114
Reduced rates to all Ports in the United States, Canada, and Europe.	
Luxurious Passenger Accommodation—Suites and State-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephones, etc.	
DIRECT connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.	
Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.	
Special rates to Missionaries, and their families.	
For full information regarding freight and passage apply to	
NIPPON YUSEN KAISHA, Agents.	
Prince's Building.	

"ELLERMAN" LINE.

JAPAN, CHINA & STRAITS

TO

MARSEILLES, LONDON & LIVERPOOL.

For Steamer Sails.

MARSEILLES & LONDON...City of Newcastle 27th May.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.

General Agents.

Hongkong, 16th April, 1915

MOVEMENTS OF STEAMERS.

AMERICAN MAIL.

The P. M. ss. KOREA sailed from Yokohama the 5th inst., via Manila for Hongkong. The mails have been transferred to the s.s. NERA of the Messageries Maritimes Company, which is scheduled to arrive at Hongkong on the 14th inst.

AUSTRALIAN MAIL.

The E. & A. ss. ST. ALBANS which left Sydney on 21st April, for this port is due to arrive at Manila on the morning of 11th May.

MERCHANT STEAMERS.

The I. C. S. N. ss. KUTSANG from Calcutta is due at Hongkong on the 14th May.

The I. C. S. N. ss. KUMSANG from Moji is due at Hongkong on the 15th May.

The S. L. ss. MONMOUTHSHIRE from London is due at Hongkong on the 14th May.

The S. L. ss. MERIONETHSHIRE from London is due at Hongkong on the 14th May.

The s.s. JAPAN sailed from Calcutta on 6th inst. and may be expected here on or about the 20th inst.

The s.s. SANGOLA from Shanghai, Yokohama and Kobe left Moji this morning and may be expected here on or about the 13th inst. a.m.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1; A.B.C. Fifth Edition; Engineering, First and Second Edition; Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision. All classes of light Steel work manufactured by the above process. Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS—

NAME OF DOCK OR SLIP	LENGTH OR KEEL BLOCKS	ENTRANCE HEADS	DEPTH OVER KEEL OR ORDINARY SPRING TIDES	RISE OF TIDE	STRAITS	SHAPE
KOWLOON						
No. 1 Dock, Kowloon	700	{ 85' top bottom }	20'	3' 6"		
No. 2 Dock, Kowloon	274	74'	14'	3' 6"		
No. 3 Dock, Kowloon	240	60'	14'	3' 6"		
Patent Slip, No. 1 Kowloon	230	60'	14'	3' 6"		
WAI KOK TSIU						
Compass Dock	450	81'	20'	3' 6"		
ABERDEEN						
North Dock	430	81'	20'	3' 6"		
South Dock	221	60'	14'	3' 6"		

Please Address Enquiries to the Chief Manager.

R. M. DYER B.Sc. M.I.N. Kowloon Dock Hongkong.

TOWN OFFICES,
QUEEN'S BUILDINGS,
Telephone No. 20, Hongkong.

THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, WEDNESDAY, MAY 12, 1915.

ALIEN ENEMY'S AFFAIRS.

Sued for Rent.

In the Summary Court, this afternoon before Mr. Justice Hazeland, Mrs. Hickie, of Montpelier, Queen's Gardens, Peak Road, a boarding-house keeper, sued Messrs. Lowe, Bingham and Matthews, liquidators of the affairs of B. Beilken, an alien enemy, formerly superintendent engineer in Hongkong to the Norddeutscher Lloyd, and now a prisoner of war in Hung-hom camp, for \$440, being rent of No. 26 Belhios Terrace for the months of November and December 1914 and January and February 1915 at \$110 per month.

Mr. H. K. Holmes appeared for the plaintiff, and Mr. Dixon, of Messrs. Wilkinson and Grist, appeared for the defendants.

In opening the case for the plaintiff, Mr. Holmes said in this case the facts were set out rather more fully than usual in the writ of summons.

His Lordship:—Have you leave? Mr. Holmes said that he had been informed by the Attorney General that he had leave and that written leave was on its way. The Ordinance did not say "permission in writing," but he could assure his Lordship that he had permission. The particulars on the writ of summons were agreed to and the argument resolved itself solely into one on the point of law as to whether the internment of the defendant operated as nullifying his contract.

His Lordship: You agree to that?

Mr. Dixon:—Yes my Lord. Mr. Holmes said it was a question of whether the action of the British Government in internment—he was in the Hung-hom camp—nullified the contract.

Mr. Dixon:—Nullifies (or suspends) the contract or not?

Mr. Holmes said it would be necessary for him to refer briefly to the facts in order, as it were, to clear the way for the application of certain cases. His Lordship would see that this was a contract of tenancy, and the tenancy was for one year, and during that year the defendant was interned. His client was in the position of landlord, and the defendant, tenant. During the year, the tenancy commenced on May 1, 1914—at the end of November or just prior to November 14, the defendant abandoned the premises because of his internment, being interned at the end of October. He left the house vacant and unoccupied, in the hands of the plaintiff and she endeavoured to let the house to someone else before the year was up. She had succeeded in arranging for someone else to take over the house, thereupon, of course, the defendant was released from any further claim under that lease. The claim was from the time that he left up to the time that the premises were re-let. There was an interval of four months—the new tenant came in on March 1, 1915. He then quoted from the Laws of England 18—landlord and tenant. In this case owing to the war the defendant was, he said, unable to continue in personal occupation of his house.

His Lordship:—Do you admit that fact?

Mr. Dixon:—Yes.

Mr. Holmes said that defendant said that as he was sent to the camp, he personally could not occupy the house—he could if he could have found a tenant.

His Lordship:—Does the question of sub-letting, matter. Is it put forward?

Mr. Holmes:—Yes, there is the term and he can use it.

Mr. Dixon:—I do not think it affects the argument.

Mr. Holmes said the defendant had the property for the term of

one year, but he was putting it now that defendant was unable personally to occupy it and he said that because he was not personally able to occupy the house and had left it on account of the internment act of the Government, that as far as he was concerned, the contract was finished. Well this was a case where the house which was let to the tenant was occupied by an alien enemy and he had not even the opportunity, apparently, of letting it to anybody. In this case, apparently, occupation of the house was taken from the tenant and he was unable to occupy it himself and apparently was unable to let it to anyone else; nevertheless, in this case the rent continued to be payable.

His Lordship:—What became of the alien enemy; is he burned out of the house?

Mr. Holmes:—As far as I can gather, the alien enemy occupied the house, depriving the tenant of the benefit of it. He could not use it and could not let it to anyone else because an alien enemy occupied it. Defendant said he was not going to pay the rent; it was not his fault that some event over which he had no control deprived him of that house. In that case the rent continued payable. Against events he should have protected himself by insurance. If a man did not protect himself from the damage caused by fire etc, he omitted the insurance at his own risk. If the tenant wished to protect himself he had to do so by a proviso in his agreement, or embodied in his contract. If he was not able to occupy the premises he should have provided protection for such an emergency in his contract. A man looked upon war as being so improbable that he neglected to protect himself, but he had to protect himself if he wished to be free from the inconvenience of such events. It was not trying to force anything that was unreasonable. The plaintiff was renting the house from another landlord through Messrs. Linsted and Davies—the landlord being Mr. Beilken—and as to whether his proposition was perfectly reasonable or not, his Lordship would see that plaintiff had been paying for the house during the four months and she was claiming from the defendant, the rent that he had to pay her. He submitted that that showed that proposition was perfectly reasonable. If through some "inevitable necessity" the tenant had to leave the house, he was clearly responsible for the payment. The best his client could do, although under no obligation to do so was to let the house to someone else. She had succeeded and had thereby saved the defendant the rent for two months of the lease.

Mr. Dixon said they admitted the plaintiff's attitude had been perfectly reasonable, but the question for the Court was whether in point of law his client was liable for that rent, and he hoped to be able to satisfy his Lordship from the latest decisions and text books since the war commenced, that an interned German was not liable to pay rent. He would first of all quote Halsbury, Volume 7.

Mr. Holmes said he agreed the contract could not be performed when it was executory, and something intervened and prevented the contract being carried out; then the argument put forward would be perfectly correct.

Mr. Dixon said he would quote Trotter on the "Law of contract during war." The contract could not be suspended because the war might go on for ten years. It would be inequitable to put a man in prison and yet hold him liable for rent and responsible for all sorts of legal actions. By American law a contract was suspended. A liquidator was only entitled to pay, according to law, for the premises that were occupied and if Messrs. Lowe, Bingham and Matthews made payment like that they

YACHTING.

ROYAL HONGKONG YACHT CLUB.

Oenone Cup.

The race for the above Cup kindly presented by the Hon. the Colonial Secretary, was sailed off on Saturday last, in a fresh north easterly breeze over the following course, starting from Murray Pier to a Mark Boat out in the stream. Lyman Beacon (S) Kowloon Rock (P) Channel Rock (S) East Rock Bay (P) Meyers East Buoy (P) Distance 10 miles, and resulted as follows:—

Name	H' on Course	Finishing Time	Corrected Time
M. S. H.M.S. H.M.S.			
Miranda Scratch	4.14.44	4.14.44	
Oenone	1.40	D.N.F.	
Queen Bee	5.00	4.33.38	4.28.38
Irene	5.00	D.N.F.	
Dorothy II	5.00	D.N.F.	
Sootengden	6.40	4.24.30	4.17.59
Tatten	25.00	D.N.F.	
Flora	25.00	D.N.F.	
1st Miranda			
2nd Sootengden			
3rd Queen Bee			

SPECIAL POLICE RESERVE ORDERS.

Special Police Reserve Orders issued to-day state:—

Parades.

Central Police Station: May 12th.—Fire Control Drill for picked men from Chinese, Portuguese, and Indian Companies only, 5.30 p.m.

Thursday, May 13th.—Rifle Exercises for whole of Chinese Company and for Indian Platoon. 5.30 p.m. Nos. 1 and 2 Platoons of 1st Chinese Company will parade in uniform for inspection of same.

Friday, May 14th.—No parade.

Saturday, May 15th.—Chinese Company—Rifle exercises, under Crown Sergeant Roylance 3 p.m. Sunday, May 16th.—Chinese Company at Chinese Recreation Club Ground, Causeway Bay, 10.30 a.m. sharp.

Musketry Practice.

Saturday, May 15th.—Thirty men detailed from Portuguese Company—Peak Range, 2.30 p.m. Inspector Mason will take charge. The Platoon Sergeants should attend and assist. In case of steady fog in Victoria Gap at 12.45, this parade will not take place.

Musketry Meeting.

On May 24th.—Mr. E. H. Sharp, K.C. has offered for this meeting a Championship Trancheon. Members of the various platoons who desire to compete will submit their names to their Platoon Sergeants without delay. Only bona fide "good shots" should compete, as otherwise want of time and ammunition will prevent this shoot taking place. Service Rifles will be available.

British Company.

The following members are warned that they are included in the picked men drawn from this company:—Backhouse, Champion, Grant, Hynes, James, Langley, Watt, Arnold, Bailey, Fothergill, & Packham.

might get into trouble afterwards. They could not make payment for any premises other than those occupied and any payment for premises other than those occupied would be an illegal payment. Messrs. Lowe, Bingham and Matthews had come into Court to get a ruling on the point. He submitted that they were not able to make the payment. Judgment was reserved.

TO BE WOUND UP.

THE YUE HING COMPANY LIMITED.

Sir William Rees Davies (Chief Justice) gave his decision in the Yue Hing Company Limited winding up petition, at the Supreme Court, this morning.

Mr. McNeill (of Shanghai) and Mr. J. O. Jenkin instructed by Mr. Crew, of Messrs. Hastings and Hastings, appeared for the petitioners, and Mr. C. G. Alabaster and Mr. Eldon Potter, instructed by Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grist, appeared for the company and Mr. Potter further represented certain shareholders who opposed the petition.

The case was of interest to local merchants. The petition stated that the Yue Hing Co., was incorporated under the Hongkong Companies Ordinance of 1911, on April 26th, 1912, with registered offices at 95, Jervois Street. The nominal capital was \$200,000, being divided into 2,000 shares of \$100. The amount of capital paid up or credited as paid up in respect of the first call was \$100,000, and, as far as the petitioner was aware, another amount of \$43,500 had since been paid up. The objects for which the Company was established were to carry on the business of opium merchants, and to act as general agents for the sale of opium and other goods, and for the objects set forth in the Memorandum of Association.

In the petition it was contended that it would be just and equitable that the Company be wound up because of certain circumstances connected with the management of it and which it was contended required strict and immediate investigation. It was alleged that "overwhelming influence" had been exercised by Lee Hysan, the permanent managing director, whose conduct had created a deadlock in the conduct of the Company's affairs. It was further alleged that false entries had been made in the Company's minute books, of business purporting to have been transacted at two general meetings, which it was alleged were never held. There was also an allegation of fraud.

In the course of his finding, his Lordship said that this was a shareholders petition asking that the company should be wound up by the Court under the provisions of the Companies Ordinance of 1911. The company was incorporated in April 1912 and was established to carry on the business of raw opium merchants and to buy and sell and deal in opium of all kinds and for the other objects set forth in the memorandum of the association. The application was made under section 130 of the Companies Ordinance 1911 and was based on the grounds (1) that no statutory or other meeting had been held since the incorporation of the company—section 130—2; (2) that it is just and equitable that the company should be wound up—section 130—6; for the reasons set out in the petition. There was also an allegation that no statutory report had been forwarded to the members, but it was admitted that such a report was filed, although not for a year after incorporation. The case had been one of abnormal length; numerous charges of fraud and forgery of documents of a character, he believed, without precedent, had been alleged against the respondent's witnesses, whilst allegations of the rankes' perjury were common to both sides to the controversy. In regard to the charges of forgery, the evidence was based, largely on the information of two witnesses who were admittedly parties to it. Such evidence had

to be received with great caution and it had therefore been necessary to look for independent corroboration of the mass of documentary evidence which was before the Court in relation to various transactions in the company's affairs. "I am constrained to observe that the circumstances in this case are probably unique and it is inconceivable that a case of this character, covering as it does, an extraordinary field of alleged criminality, has ever or could ever have a precedent in the English Courts."

The conclusions his Lordship arrived at were, that the petitioner had not proved that no statutory meeting was held. There was, as he had already pointed out, a grave suspicion attaching to some of the transactions and it was possible on that issue that systematic and fraudulent ingenuity, triumphed, but the onus of establishing the allegation was on the petitioner. Apart from the alleged fraudulent documents, he was confronted with a bulk of direct confirmative evidence, whether true or false, in support of the respondent's case, and further the petitioner's two main witnesses were themselves tainted with guilt. He desired however to add, that his decision on this point was based strictly on failure of proof by the petitioner and that he was not to be regarded as relying on the credibility of the respondent's witnesses—On the second point he was clearly of opinion that the combination of circumstances disclosed in the affairs of this company with which he had dealt, required him to order it being wound up and he accordingly did so. The costs of the petitioner and those of the company would have to be paid out of the estate; the parties who opposed the petition should, of course, pay their own costs. He desired to add that Ku Yin-san, had been guilty, on his own admission of most reprehensible conduct, and had been the petitioner, he (his Lordship) could have dealt with him in the apportionment of costs, but there was no power under the circumstances to mulct him as he should have desired to do.

On the question of a stay and other matters relating to costs, his Lordship invited counsel into Chambers.

INDIAN RAILWAYS.

Proposed State Management.

Delhi, March 25.

In the Legislative Council a discussion on State versus company management of Indian railways showed that the Indian members believe that State management would save a score of rupees (about £666,000) annually, more equitable rates would be secured, and the internal trade and industries would be better developed. It was also urged that the Indian railways should not be worked on a purely commercial basis, but used to foster industry. An opposite view was taken by the representatives of the Bombay and Calcutta Chambers, who urged the maintenance of the present system with more power to officers in India.

Mr. Clark, the Commerce Member on the Viceroy's Council, accepted the resolution in favour of State management as expressing the desirability for an inquiry without committing the Government to stating that an investigation had already been begun into the respective economy of State and company management.—The Times.

COMPANY REPORT.

The Hongkong Electric Co., Ltd.

The following is the report of the board of directors to the twenty-sixth ordinary yearly meeting of shareholders, to be held at the company's offices, St. George's building, at 12 noon on Saturday, May 22, 1915.

Gentlemen,—Your directors have the pleasure to submit the accompanying statement of the Company's accounts for the year ending February 28, 1915. The balance at credit of profit and loss account is \$413,375.66; and after deducting directors' fees (\$3,000) there remains a sum of \$410,375.66 available for appropriation, and your directors recommend that this be disposed of as follows:—

To pay a dividend of 20 per cent.—	
Say \$2.00 per share on 60,000 shares..	\$120,000.00
To place to reserve...	70,000.00
To write off plant account for depreciation	145,216.28
To write off property account for depreciation	10,000.00
To write off furniture account for depreciation	633.34
To pay a bonus to staff	7,765.97
To carry forward to next account	59,780.09

\$413,375.66

Directors.—In accordance with the Articles of Association Messrs. S. H. Dodwell and J. W. O. Bonnar retire, but, being eligible, offer themselves for re-election. Auditors.—The Accounts have been audited by Mr. C. Bernard Brown, who retires, but offers himself for re-election.

J. W. O. BONNAR, Chairman.

Hongkong, 7th May, 1915.

Balance Sheet.

LIABILITIES.

Capital:—	
60,000 shares	
each \$10 paid up	\$600,000.00
Reserve account ..	130,000.00
Sundry creditors ..	16,223.76
Dividends unclaimed	13,092.23
Profit and loss account, undivided profit as per last account	31,898.16
Net profit for the year ending February, 28, 1915	384,707.50

\$416,375.66

\$1,175,891.65

Assets.

Plant and mains account, cost of, as per last account, \$649,005.88	
Less amount provided for depreciation ..	121,592.90
	\$527,412.98
Cost of plant, since added	236,533.62
	763,976.60

\$527,412.98

\$1,175,891.65

Assets.

Plant and mains account, cost of, as per last account ..	\$105,000.00
Less amount provided for depreciation ..	25,000.00
	\$80,000.00
Cost of land, since added	40,430.00
	\$120,430.00

\$120,430.00

\$1,175,891.65

Assets.

Installation material, stock of	59,996.02
Shores and coal, stock of	12,842.22
Tools, &c., stock of	2,554.95
Furniture, cost of, as per last account ..	1,030.53
Less amount provided for depreciation ..	530.53
	\$500.00
Cost of furniture, since added	633.34

VOLUNTEER ORDERS.

Corps Orders issued to-day by Lieut-Col. A. Chapman V. D., state:—

Leave.

Sapper W. Trueman is granted leave of absence from 11.5.15 to 11.8.15.

Resignation.

Private G. Cormack is permitted to resign, on Medical Grounds, dated 11. May 1915.

Parades.

Parades for Thursday, 13th instant, 5.10 p.m. Centre Section M. G. Co.—Company Drill & Skirmishing at Kowloon Docks. Launch leaves Statue Pier at 4.30 p.m. 5.15 p.m. Civil Service Co.—Aiming Drill & Musketry Exercises at Headquarters.

Detail.—On duty until 7 a.m. 15th instant H.K.V.E. Next for duty—Centre and Left Sections M.G. Co. and No. 4 Sections Scouts Co. Officers on duty—Captain G. G. Wood and Lieut. A. M. Preston.

LATEST SHIPPING NEWS.

MOVEMENTS OF STEAMERS.

The C. P. R. ss. MONTEAGLE left Yokohama on Tuesday, the 11th May, p.m. due to arrive Vancouver on Tuesday, the 25th May.

The P. M. s.s. PERSIA will be despatched from this port on Tuesday, May 8, at noon for San Francisco, via Manila, Nagasaki, Kobe, Yokohama & Honolulu.

The Toronto horse show, which in ordinary times is a most successful social event, has been cancelled this year. Instead the directors have voted \$5,000 for the war and patriotic funds.—Reuter.

A raffle instituted by a member of the City Red Cross Committee for a German helmet, picked up at the front, which had come into his possession, realised \$40. The sum has been handed over to the funds of the City branch of the Red Cross Society.

—\$1,133.34

Insurance, value of unexpired portions of policies ..

 Sundry debtors .. | Hongkong and Shanghai banking corporation .. | Profit and Loss Account. | To agency and office expenses .. | To rent and taxes .. | To insurance .. | To subscription to "Prince of Wales" fund .. | To auditors' fees .. | To bad debts .. | To net profit .. | By net profit on working .. | By recap and transfer fees .. | By interest .. | C. P. CHATER } Directors. | DAVID LANDALE } GIBB, LIVINGSTON & Co. | I report that I have audited the above balance sheet with the books and vouchers of the Company and that in my opinion such balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs at February 28, 1915, according to the best of my information and the explanations given me and as shown by the books and securities of the company. | I have obtained all the information and explanations I have required. | Books have been checked and certified to by the Manager. | C. BERNARD BROWN, Auditor. | Hongkong, 7th March, 1915. |

S.-SELLERS SA-SALES B.-BUYERS N.-NOMINAL

[illegible]

COMPANY MEETING.

Malakoff Rubber Co.

The annual meeting of the above company was held the other day at the offices of the Secretaries, Messrs. Boustead and Co., Singapore.

The notice and minutes were read.

The Chairman said:—The report and accounts having been in your possession for the prescribed period I will, with your permission, take them as read, but before dealing with them, I must refer shortly to the loss which your Board have sustained, owing to the lamentable death of Mr. J. Love Montgomerie. Mr. Montgomerie from the time he joined the Board took a very keen interest in the Company's affairs, and his assistance and advice was always of very considerable value. The sincere sympathies of all connected with our Company will, I know, be extended to Mr. Montgomerie's widow in her sad bereavement.

Turning to the balance sheet first, you will notice that we have expended \$9,751.45 on Furniture and Buildings and \$8,623.98 on Factory and Machinery. The former includes the cost of a new assistant's bungalow and a jewel filter, while the latter includes an addition to the Drying Shed, an universal washer, and a smoke house, all of which have been added during the year.

I would also draw your attention to the expenditure of \$3,450 on the Light Railway. This Railway has now been working satisfactorily for some months, and is of course of great service in bringing the latex into the Factory from the Middle and North Sections of the Estate.

The item, Sundry Creditors, consists of ordinary trading debts, and December salaries and wages, and the Manager's Bonus for last year. The only other item in our balance sheet to which I will refer is our Reserve Account, which you will notice your Directors have strengthened by an addition of \$25,000, bringing the account up to \$100,000.

Turning up to the Profit and Loss Account, you will note that the net profit for the year is \$205,937.87 against \$184,454 in 1913. This result, which I have no doubt you will consider very satisfactory, has been brought about to a very great extent by the low cost at which the Estate has been worked. The f.o.b. cost in 1914, you will see, works at 7.1 per lb. against 10.1d. in 1913, and 1s. 2 in 1912. The all-in cost can, I think, be considered equally satisfactory, the cost in 1914 being 10d. against 1s. 1d. in 1913. The Manager advises us that we can taste for a further reduction in costs this year. The total output for the year was 379,983 lbs. or within 17 lbs. of Mr. Stothard's estimate of 380,000...a wonderfully close estimate, showing a very intimate knowledge of what the Estate is capable of doing. The estimate for 1915 is 470,000 lbs.

Now as regards our Coconut cultivation, you will notice that the crop of nuts was 541,873, or 41,873 over the Manager's estimate. I would refer you to the fourth page of the Manager's report from which you will see the very steady increase in the crop during the last 4 years, viz: 201,591 nuts in 1911, 305,727 in 1912, 400,727 in 1913 and 541,873 in 1914. In 1914 our net profit on Coconut plantation amounted to \$3,010.57, which can hardly be considered satisfactory, in view of the considerable area of coconuts under cultivation and in bearing. As you are aware, our Coconuts are backward and always have been so, due to the amount which was taken out of the ground when the Coconuts were interplanted with Tapioca. How far the soil will by liberal manuring recover it is difficult to say, but as your Company have a considerable amount of Capital sunk in Coconut cultivation, your Directors feel that no effort or reasonable expenditure should be spared which can bring about the desired improvement. At the request of the Board, Mr. R. W. Munro recently visited the Estate, reported on the Coconut cultivation, and made some recommendations with regard to cultivation and manuring, which are now under the consideration of Mr. Stothard and your Board. At the last Annual Meeting, it was mentioned that negotiations had been in progress regarding a suggestion to float the Company in London on a Sterling basis either by itself or in conjunction with the Malakoff Plantations Co. Ltd. An arrangement, which I think would have been a satisfactory one from this Company's point of view, would in all probability have been arrived at and submitted to you for your approval, but on the outbreak of War, the scheme had of course to be dropped, at any rate for the present.

With regard to the allocation of our profits, you will notice that there is \$218,240.55 available. As mentioned previously the Directors have placed \$25,000 to the Reserve for development, and they now recommend that a dividend of 15 per cent. be declared, absorbing \$150,000, that a payment of a bonus to staff of \$2,500 be made—it is, I think, you will agree fully deserved—and that the balance of \$38,740.55 be carried forward to next account. The dividend is perhaps a conservative one, and the carry forward fairly substantial, but I think you will all agree that the condition of affairs in Europe and all the world over are too unsettled at present to justify any policy other than a conservative one being adopted.

In conclusion, I would like to say just one word with regard to the very excellent work which has been done on the Estate by the Manager and his staff, and I feel that they deserve a hearty vote of thanks for all they have done.

You Can Escape.

the tortures of Neuralgia—those fearful darting, shooting pains that drive you almost insane—by rubbing the face and head with that King of pain destroyers, LITTLE'S ORIENTAL BALM. This marvellous remedy acts like magic on the quivering, pain-racked nerves. It soothes, relieves, CURES. Its praises are sung all over the world by those who have found it to be the quickest, surest, best relief from Neuralgia pain. Try it yourself and PROVE its wonderful virtue.

Sold at 1s. 4d. per bottle.
Agents for Hongkong,
Messrs. A. S. WATSON & Co., Ltd.

LOTUS NOKHA
IS UNIFORMLY EXCELLENT

Obtainable Everywhere.

RUTTONJEE & SON.

POST OFFICE.

A new and revised edition of the Hongkong Postal Guide is now on sale at the General Post Office. Price 50 cents per copy.

Much inconvenience and delay in the delivery of correspondence is caused by residents who change their addresses, failing to notify the General Post Office. Residents arriving in or leaving the Colony, or changing their address in the Colony, are requested to notify the clerk at the Post Office, General Post Office, of the change of address at the earliest opportunity.

The Services to Germany, Austria, and their Colonies, and to the Ottoman Empire are suspended.

MAILS DUE.

America, ex Korea, Nera, 14th inst.
Australia, Tanco Maru, 14th inst.
Australia, St. Albans, 14th inst.

MAILS CLOSE TO-MORROW.

Swatow, Amoy, Formosa via Takao and Amoy—Per SUSHU MARU, 15th May, 9 a.m.
Japan via Moji—Per RYOJUN M., 15th inst. 9 a.m.
Straits, Ceylon, Malacca & U. Kingdom—Per MIYASAKI M., 15th May, 11 a.m.
Hohow & Haiphong—Per HANOI, 15th May, 11 a.m.
Batavia, Semarang, Sourabaya, & Port Moresby via Batavia—Per TIKEMBAANG, 15th inst., 11 a.m.
Straits & India via Calcutta—Per FOOK-SANG, 15th May, 2 p.m.
Newchwang—Per KWEITIN, 15th May 3 p.m.

Siberian Mail. Shanghai and North China (Europe via Siberia)—Per LANGCHOW, 15th inst. 3 p.m.
Tientsin-Peking Railway Shanghai Br. P.O. Monday, 17th May.
Wei-hai-wei & Tientsin—Per CHEONG-SHING, 15th inst. 4 p.m.

FRIDAY, 14th May.

Haiphong—Per SUNGKIANG, 14th inst. 9 a.m.
Wei-hai-wei, Chefoo and Tientsin—Per HUICHOW, 14th inst., 11 p.m.
Swatow, Amoy & Foochow—Per HAI-MUN, 14th May, noon.
Formosa via Keelung, Shanghai, Japan via Moji, Victoria, & Tacoma—United Kingdom via Canada—Per SEATTLE MARU, 14th inst. 1 p.m.
Batavia, Semarang, Sourabaya, Moosar, & Port Moresby via Batavia—Per TILMUNG, 14th inst., 3 p.m.
Daly—Per KANSU, 14th inst. 3 p.m.

SATURDAY, 15th May.

Japan via Nagasaki—Per TANGO M., 15th inst. 9 a.m.
Timor, Australia, New Zealand, Tasmania, Port Darwin & New Guinea via Thursday Is.—Per EASTERN, 15th May 10 a.m.
Straits, Ceylon, Burma, Ceylon, Aden, Western Australia, India, Aden, Egypt & Europe—Per NERA, 15th May, noon.
Straits, India via Calcutta—Per SANGOLA, 15th inst. 2 p.m.
Philippine Islands—Per YUENSANG, 15th May, 3 p.m.
Shanghai, and North China (Europe via Siberia)—Per KANOHOW, 15th inst., 4 p.m.
Tientsin-Peking Railway Shanghai Br. P.O. Wednesday, the 19th May.
Hohow and Haiphong—Per TAKSANG, 15th inst. 4 p.m.

MONDAY, 17th May.

Philippine Islands, Japan, via Nagasaki, Honolulu, U. States, South America, and Canada, via San Francisco—Per PER-SIA, 17th inst. 11 a.m.

TUESDAY, 18th May.

Philippine Islands, Australia, New Zealand, Tasmania, and New Guinea via Thursday Is.—Per HITACHI MARU, 18th May, 10 a.m.
Sandakan—Per HINSANG, 18th inst., 11 a.m.
Swatow, Amoy & Foochow—Per HAI-TAN, 18th May, noon.
Philippine Islands—Per YAMING, 18th inst. 3 p.m.
Formosa via Keelung, Shanghai, Japan via Moji, Victoria, & Tacoma—United Kingdom via Canada—Per AWA M., 18th May, 3 p.m.
Shanghai, and North China (Europe via Siberia)—Per HUICHOW, 18th inst., 4 p.m.
Tientsin-Peking Railway Shanghai Br. P.O. Saturday, 20th inst.

SHIPPING NEWS.

ARRIVED.

Rangoon Maru, Jap. s.s. 3,316, H. Nomura, 12th inst.—Singapore, 6th inst. Gen.—N.Y.E.
Titan, Br. s.s. 5,730, Jn. Read, 12th inst.—Shanghai, 9th inst. Gen.—B. & S.
Tokyo Maru, Jap. s.s. 2,294, I. Nakamura, 11th inst.—Moji, 5th inst. Coal—M.B.G.K.
Persia, Br. s.s. 2,744, J. Hill, 11th inst.—S. F. Mochoy, 11th April, Gen.—P. M. & Co.
Ningchow, Br. s.s. 5,836, H. L. Allen, 12th inst.—Manila, 9th inst. Gen.—B. & S.
Hikosan Maru, Jap. s.s. 2,215, S. Fujisaki, 12th inst.—Moji, 6th inst. Coal—M.B.K.
Yantung, Br. s.s. 1,410, H. S. Malkin, 11th inst.—Saigon, 7th inst. Gen.—J. M. & Co.
Hong Moh, Br. s.s. 2,555, G. G. Kinchorn, 11th inst.—Rangoon, General—China.
Yunnan, Br. s.s. 1,219, French, 11th inst.—Shanghai, General—B. & S.
Haida, Norw. s.s. 1,060, A. Sreen, 11th inst.—Borneo, General—China.
Haimun, Br. s.s. 641, Stewart, 12th inst.—Swatow, 11th inst., Gen.—D. S. Co.

DEPARTED.

May 11.

Bollefos for Saigon
Tientsin for Canton
Dewong for Saigon
Haichow for Canton
Phuyen for Hongkong
Kailong for Haiphong via Hohow
Chiyun for Shanghai
Shenyao Maru for San Francisco via S'hai
Anhui for Shanghai
Hanching for Foochow via Swatow.
Hain Kow for Canton
Chinhu for Hilo via Manila
Kalomo for London via Singapore
Seiyu Maru for Cebu via Moji
Daigi Maru for Haiphong

CLEARANCES AT THE HARBOUR OFFICE.

May 11.

Chongva for K. C. Wan via Macao
Hirano Maru for Yokohama via S'hai
Nishio Maru for Bangkok

May 12.

Yunnan for Canton
Hongmoh for Rangoon via Amoy
Ningchow for Yokohama via Shanghai
Nagoya for Yokohama via Shanghai
Loisang for Haiphong

PASSENGERS ARRIVED.

Per s.s. Yunnan from Shanghai—Mr Campbell.

Per s.s. Persia from San Francisco etc.—Messrs D. Chellaram, J. E. Grant, O. J. Goodrich, Mr & Mrs Groff, Miss Groff, J. H. Hurrell, R. L. Lewis, H. Rapp, Mr & Mrs P. L. Williams, Gus Johnson, Mr & Mrs E. Price, Miss M. E. & M. E. Price, Mr & Mrs P. O. Hesse, S. M. McMillan, S. H. Stokney, T. R. S. Maria, W. W. Harris, W. B. Sandlin, Miss Mabel Hix, Dr. M. C. Kromple, E. A. G. Garachidona, A. L. Amos, M. A. Garachidona, Mr & Mrs Jas. Donaldson, S. H. Bryant, O. McAtman, Miss G. Carman, B. Megie, Se Tuan Te, Mrs O. G. Hing, Fung Tai On, B. Bin On, Ah Kim Chin, Ting Chong Wong, Kim Tong Ho, Shi Kai Luke, Sia Hung Ho, Kwan Y. Ten, Chan, Tsok Yee Lan, Hong Chong Yin, Hoon Ki Yim, Pat Kan, Toy Ba, Kaw, Y. Bun Hee, Yen Chin Quon, Kwong Leong Chon, William Apan, T. T. Wee, N. S. Lin, K. Marol.

PASSENGERS EXPECTED.

Per P. & O. s.s. Moldavia, from London April 3.—Messrs G. Hooker, J. W. Mack, son, C. M. Anderson, T. A. Howard, T. Meek.
Per P. & O. s.s. Egypt, from London April 17.—Mr A. H. Compton and Mr J. Poulson, Mr H. S. Clark, Mrs H. S. Smith, Mr and Mrs Gardiner.
Per N. Y. K. s.s. Katoni Maru, from London April 10.—Mr W. A. Sloan & Mrs J. Sloan, Miss Lander.
Per P. & O. s.s. Karmala from London April 17.—Mr H. E. Clark.

THURSDAY, 20th May.

Straits, Ceylon, Port Said, Malacca, & U. Kingdom—Per KITANO MARU, 20th inst. 10 a.m.

FRIDAY, 21st May.

Straits, Burma, Ceylon, Aden, Western Australia, India, Aden, Egypt, and Europe. (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this clearance mail. The parcel mail will be closed on Thursday, 20th May, at 5 p.m.—Per NUBIA, 21st May, 11 a.m.)

Oysters, Frank, Urie, and Steward
Simon, Haddock, Kip, & Co.
ALEXANDER & CO.

WEATHER REPORT.

On the 11th at 10.05—Pressure has increased considerably over Formosa and moderately over the China Coast, Annam and the Philippines. The depression has advanced to the vicinity of Tokyo; a weak anticyclone covers China.

Hongkong Rainfall for the 14 hours ending at 10 a.m. to-day, 0.05 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong and Neighbourhood	E. winds, moderate; moderate, cloudy, rain.
2 Formosa Channel	N.E. winds, fresh.
3 South coast of China between H.K. and Lamook	The same as No. 1.
4 South coast of China between H.K. and Hainan	The same as No. 1.

China Coast Meteorological Register.

12th May, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Weather.
Wanchow	7a	29.58	45	84	0	0
Kowloon	6a	29.55				
Haikodate		29.44			sw	1
Tokio		29.32			sw	1
Kobe		29.59			sw	2
Nagasaki		29.63			sw	2
Kagima		29.70			sw	3
Oshima		29.79			sw	2
Yokohama		29.84			sw	1
Shimonoseki		29.75			sw	1
Wanchow		29.55	51	86	wnw	5 bc

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Kowloon	6a	29.55				
Haikodate		29.44			sw	1
Tokio		29.32			sw	1
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